The District of North Vancouver
REPORT TO COUNCIL

April 22, 2016
File: 13.6480.30/002.001.000

AUTHOR: Ross Taylor, Community Planner

SUBJECT: Employment Zone - Lynn Creek Light Industrial

RECOMMENDATION:

THAT “The District of North Vancouver Rezoning Bylaw 1335 (Bylaw 8142)” is given FIRST reading and is referred to Public Hearing.

REASON FOR REPORT:

Rezoning Bylaw 1335 (Bylaw 8142) rezones a portion of the light industrial lands within the Lynn Creek Town Centre from “Light Industrial Zone - I3” and “CD 8” to a new “Employment Zone – Lynn Creek Light Industrial” (EZ-LC) and incorporates housekeeping amendments to insert the new zone into the DNV Zoning Bylaw. Rezoning Bylaw 1335 is attached for Council’s consideration of first reading and referral to Public Hearing.

SUMMARY:

The Lynn Creek industrial area is designated “Light Industrial/Commercial” in the both the Official Community Plan and the Lower Lynn Town Centre Implementation Plan. This designation is intended for a mix of industrial, warehouse, office, service, utility and business park types of uses.

The proposed new zoning regulations confirm business and industry uses as the first priority. The regulations are simpler and more flexible, allowing for a broader range of manufacturing and service uses than the current Light Industrial - I3 zoning. The proposed regulations also enable a range of appropriate and complementary commercial uses to support intensive use of available space for business operation and expansion.

Retail and residential uses are strictly limited in the new EZ-LC zone due to their potential to displace industrial users. The only classes of retail that are permitted as principal uses are auctioneer, building supplies, equipment sales and garden supplies. Accessory retail sales are allowed for products that are made or assembled on the site. Residential use is limited to one caretaker suite per property.
BACKGROUND:

The Lynn Creek industrial area is designated "Light Industrial/Commercial" in the both the Official Community Plan and the Lower Lynn Town Centre Implementation Plan. This designation is intended for "a range of manufacturing, warehousing, transportation, service, and port-related uses. Limited office, limited retail and residential caretaker uses may be permitted."

OCP and Lower Lynn Town Centre policies are committed to protecting the function of employment lands and creating an environment that supports economic activity, business investment and job growth. The Lynn Creek Town Centre Implementation Plan recommended a review of zoning regulations to facilitate more intensive use of the light industrial properties.

Two stakeholder workshops involving land owners and business operators were held in 2015 to explore business trends and opportunities in Lynn Creek and to gain a better understanding of the regulatory constraints faced by local business. Based on the input received, and as directed by Council, staff have developed new draft zoning regulations for this industrial area (see Figure 1).

ANALYSIS:

Present Conditions
There are more than 100 businesses on 39 separate properties in this area of the Lynn Creek Town Centre located immediately west of Mountain Highway close to the town centre core (see figure 1). A few of the properties are large but the majority of parcels are small with narrow frontages. The buildings tend to be older, more affordable spaces limited to one or two storeys with surface parking.

Existing businesses are an eclectic mix including manufacturing, repair, warehousing; as well as a variety of operations providing goods and services including catering, craft beer, consulting services, yoga and more. There are both long standing and new businesses, many owned and operated by North Shore residents.

Older open-span, two-storey industrial buildings, which are the typical case here are highly desirable. These types of buildings provide flexible spaces that are easily converted to accommodate a variety of users. The predominance of older and smaller buildings makes this area ideal for entrepreneurial start-up businesses that don't require a lot of space and cannot afford high rents.

The above conditions have led to a gradual evolution to today's eclectic mix of businesses that are attracted by the reasonable rents and flexible space. Small lot sizes and business frontages add variety and liveliness to the street experience while still providing jobs and services.
Little to no redevelopment in the area is anticipated in the short to medium term. Over time and as the Lynn Creek Town Centre redevelops, it is envisioned that this area will continue to provide a thriving and diverse community of small businesses providing local employment opportunities, adding interest and vibrancy to the emerging town centre, and benefiting from the growing demand for local goods and services.

**Zoning Priorities**

Priorities are to preserve the integrity of industrial lands into the future and strengthen the viability of existing businesses with simpler, flexible zoning regulations. Uses that could potentially displace existing industrial operations such as multi-family residential, large-format retail, free-standing office use or restaurants are not permitted principal uses in the proposed new EZ-LC zone.
Permitted Uses
The proposed new zoning regulations confirm industry as the first priority. The regulations are simpler and more flexible, allowing for a broader range of manufacturing and service uses than the current I-3 zoning. The proposed regulations also enable a range of appropriate and complementary commercial uses to support intensive use of available space for business operation and expansion.

Proposed changes to the zoning strive to retain and encourage the growth of industries in this area, reflect the diversity of industry uses, address identified industry needs, and support the vision for the Town Centre.

The proposed new zoning has fewer, but more broadly defined land use categories than the current I-3 zoning. Uses that are no longer needed or are not compatible with the vision for this area have been removed. Office use is now permitted as a principal use when located on the upper floors of a building.

Note that 1196 Rupert Street (see Schedule A of attached Bylaw 8142), which is currently zoned CD8, is also proposed to be rezoned to EZ-LC. CD 8 permits all uses in the I3 zone plus the rental, servicing, storage and retail sale of firearms. The uses related to firearms are not considered appropriate in this location and have therefore been removed in proposed new zoning. Below is a table comparing existing I3 uses and proposed EZ-LC uses.

### Comparison of Permitted Uses

<table>
<thead>
<tr>
<th>I3 Zone</th>
<th>Proposed EZ-LC Zone</th>
</tr>
</thead>
<tbody>
<tr>
<td>(a) gun shop</td>
<td>(a) manufacturing</td>
</tr>
<tr>
<td>(b) artist's studio</td>
<td>(b) auction services</td>
</tr>
<tr>
<td>(c) auto service</td>
<td>(c) office services</td>
</tr>
<tr>
<td>(d) auto body shop</td>
<td>(d) automotive repair shop</td>
</tr>
<tr>
<td>(e) building supply establishment</td>
<td>(e) contractor services</td>
</tr>
<tr>
<td>(f) business/office support services</td>
<td>(f) custom manufacturing</td>
</tr>
<tr>
<td>(g) clubs</td>
<td>(g) delivery services</td>
</tr>
<tr>
<td>(h) contractor services</td>
<td>(h) equipment rental establishments</td>
</tr>
<tr>
<td>(i) custom manufacturing</td>
<td>(i) fitness centre</td>
</tr>
<tr>
<td>(j) delivery services</td>
<td>(j) gun shop</td>
</tr>
<tr>
<td>(k) equipment rental establishments</td>
<td>(k) hobby beer and wine-making</td>
</tr>
<tr>
<td>(l) fitness centre</td>
<td>(l) household repair services</td>
</tr>
<tr>
<td>(m) hobby beer and wine-making</td>
<td>(m) industrial product sales establishments</td>
</tr>
<tr>
<td>(n) industrial product sales establishments</td>
<td>(n) light manufacturing</td>
</tr>
<tr>
<td>(o) light manufacturing</td>
<td>(o) media related establishments</td>
</tr>
<tr>
<td>(p) media related establishments</td>
<td>(p) munitions warehouse</td>
</tr>
<tr>
<td>(q) munitions warehouse</td>
<td>(q) pet care establishments</td>
</tr>
<tr>
<td>(r) pet care establishments</td>
<td>(r) research and development</td>
</tr>
<tr>
<td>(s) retail food services</td>
<td>(s) school trade</td>
</tr>
<tr>
<td>(t) school trade</td>
<td>(t) specialized technology establishment</td>
</tr>
<tr>
<td>(u) specialized technology establishment</td>
<td>(u) veterinary</td>
</tr>
<tr>
<td>(v) warehouse</td>
<td>(v) warehousing</td>
</tr>
<tr>
<td>(w) warehousing</td>
<td>(w) wholesaling and retailing</td>
</tr>
<tr>
<td>(x) wholesaling and retailing</td>
<td>(x) warehouse use</td>
</tr>
<tr>
<td>(y) warehouse use</td>
<td>(y) warehousing</td>
</tr>
<tr>
<td>(z) warehousing</td>
<td>(z) warehousing</td>
</tr>
</tbody>
</table>

[Note: The table compares existing I3 uses with proposed EZ-LC uses, highlighting changes and new permitted uses.]
Accessory Uses
Other uses are permitted if they are accessory to a principal use. Accessory means a use that is incidental to a principal use. Examples include administrative office space, storage of fleet vehicles, and serving areas for approved breweries, distilleries, or catering businesses. Retail, as an accessory use is permitted for products that are made, assembled or distributed on the site.

Restaurants up to 20 seats in size are allowed as an accessory use to food or beverage manufacturing uses such as bakeries, breweries, distilleries, caterers and commissary kitchens. The maximum size of outdoor customer service areas has been increased from 4 to 12 seats.

One residential caretaker unit is allowed per parcel as an accessory use so long as the unit is located on an upper floor and does not exceed 100m² (1,076ft²) in size.

Accessory uses, in total, may occupy up to 25% of the floor space of a particular building (same as existing I-3 zone).

Density, Height and Building Coverage
The maximum permitted floor space on a site is unchanged from an FSR of 1.2 under the existing I-3 zoning regulations. Building height remains unchanged at a maximum of 12m (40 feet) and building coverage will remain at 60%.

All land areas not occupied by buildings, structures, parking spaces, loading spaces, driveways, manoeuvring aisles, exterior storage areas and sidewalks are required to be landscaped.

Screening in the form of a solid wooden fence, landscaping or combination thereof, is required to screen exterior storage, garbage and utility boxes from public view (same as existing I-3 zone).

Parking
Existing properties do not have capacity to provide additional on-site parking spaces. Therefore, parking requirements in the EZ-LC are unchanged from Part 10 of the Zoning Bylaw, which is 1 stall per 100m² of gross floor area (GFA) or warehouse and/or manufacturing area plus 1 stall per 45m² of GFA for other uses.

Other solutions are also being explored to help alleviate parking challenges. For example, the District has recently changed parking regulations on the 1300 Block of Crown Street to allow public parking during evenings and weekends.
Concurrence:
This report has been reviewed by Transportation Planning, Development Planning and Business Licenses.

Public Input:
The business community was invited to comment on the proposed zoning at an open house held March 8, 2016 at the District Operations Centre on Crown Street. About 15 businesses were represented and their input was generally supportive. There was recognition that the preservation of affordable industrial land is important and general support for the proposed uses and conditions.

Conclusion:
The proposed new EZ-LC zoning regulations are simpler and more flexible, allowing for a broader range of manufacturing and service uses than the current I-3 zoning. The proposed regulations also enable a range of appropriate and complementary commercial uses to support intensive use of available space for business operation and expansion.

Options:
1) Give Rezoning Bylaw 1335 (Bylaw 8142) 1st reading and refer to public hearing (staff recommendation), or
2) Leave as existing I3 zoning

Respectfully submitted,

Ross Taylor
Community Planner

Attachments:
Bylaw 8142

REVIEWED WITH:

External Agencies:
- Library Board
- NS Health
- RCMP
- Recreation Com.
- Museum & Arch.
- Other:

Document 2838395
The Corporation of the District of North Vancouver

Bylaw 8142

A bylaw to amend the District of North Vancouver Zoning Bylaw 3210, 1965

The Council for The Corporation of the District of North Vancouver enacts as follows:

1. Citation

This bylaw may be cited as “The District of North Vancouver Rezoning Bylaw 1335 (Bylaw 8142)”. 

2. Amendments

2.1 The District of North Vancouver Zoning Bylaw 3210, 1965 is amended as follows:

a) Part 2A Definitions is amended as follows:

Delete:

The following definitions apply in the Employment Zones [Sections 750 (EZ-I), 770 (EZ-LI)], Village Commercial Zones [Sections 600-A (VC-G), 600-B (VC-DC)], and Comprehensive Development Zones 65, 67, 68, 69, 81, 79, 86 and 90 [Sections 4B370 to 4B385 (CD 65), 4B402 to 4B410 (CD 67), 4B411 to 4B418 (CD 68), 4B420 to 4B435 (CD 69), 4B 79 - 1 to 4B 79 - 10 (CD 79), 4B 81-1 to 4B 81-14 (CD 81) ] 4B 86-1 to 4B 86 - 5 (CD 86), and 4B 90 - 1 to 4B 90 - 8 (CD 90)) only:

And replace with:

The following definitions apply in the Employment Zones [Sections 750 (EZ-I), 770 (EZ-LI)], 780 (EZ-LC) Village Commercial Zones [Sections 600-A (VC-G), 600-B (VC-DC)], and Comprehensive Development Zones 65, 67, 68, 69, 79, 81, 86 and 90 [Sections 4B370 to 4B385 (CD 65), 4B402 to 4B410 (CD 67), 4B411 to 4B418 (CD 68), 4B420 to 4B435 (CD 69), 4B 79 - 1 to 4B 79 - 10 (CD 79), 4B 81-1 to 4B 81-14 (CD 81) ] 4B 86-1 to 4B 86 - 5 (CD 86), and 4B 90 - 1 to 4B 90 - 8 (CD 90)) only:

Delete:

“licensed lounge use” means a premise, which is an accessory use to a hotel, entertainment or recreation use, and which is used for the on-site consumption of alcoholic beverages;
And replace with:

“licensed lounge use” means a premise, which is an accessory use to a hotel, entertainment, recreation use, or a provincially approved brewery/distillery use; and which is used for the on-site consumption of alcoholic beverages;

Add the following definition to the Part 2A definitions:

“upper floors” means the storey or storeys of a building situated above the storey of the building that is closest in elevation to the grade level.

Add the following term to the list of terms that have the meanings given to them in Part 2 of this Bylaw:

“caretaker unit”

b) Section 301 (2) is amended as follows:

Insert:

“Employment Zone – Lynn Creek Light Industrial EZ-LC Bylaw 8142”; and

Delete:

“Comprehensive Development Zone 8 CD8”

c) Part 3A – Subdivision Requirements is amended by adding the subdivision requirements for the EZ-LC zone to the table of “Minimum Lot Sizes and Dimensions” in Section 309A, under “Employment Zones”, as follows:

<table>
<thead>
<tr>
<th>Employment Zones</th>
<th>Short Form</th>
<th>Minimum Lot Area (square metres)</th>
<th>Maximum Lot Area (square metres)</th>
<th>Minimum Lot Width (metres)</th>
<th>Minimum Lot Depth (metres)</th>
<th>Minimum Lot Width for corner lots (metres)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Employment Zone – Lynn Creek Light Industrial</td>
<td>EZ-LC</td>
<td>1100</td>
<td>NA</td>
<td>24</td>
<td>34</td>
<td>NA</td>
</tr>
</tbody>
</table>
d) Section 403A (1) (i) is amended as follows:

Delete:
The retail sale of alcoholic beverages for off-site consumption except in the C1L, C2, C6, CD 4, CD21, CD 45, CD47 & CD48 zones.

And replace with:

"The retail sale of alcoholic beverages for off-site consumption except in the C1L, C2, C6, C9, C10, CD 4, CD21, CD 45, CD47, CD48, CD65, CD68, CD79, CD80, CD81 & CD90 zones; or in accordance with a manufacturer's license issued by the British Columbia Liquor Control and Licensing Branch."

e) Part 7 Industrial Zone Regulations is amended by inserting the following:

"780 EMPLOYMENT ZONE – Lynn Creek Light Industrial (EZ-LC)

780.01 Intent

The intent of the Lynn Creek Light Industrial Zone (EZ-LC) is to accommodate a mix of manufacturing and service uses, as well as a limited range of commercial uses that serve to animate the Lynn Creek light industrial precinct.

780.02 Permitted Uses

The following uses are permitted in the Lynn Creek Light Industrial Zone:

a) Uses Permitted Without Conditions:

   Not applicable.

b) Conditional Uses

The following principal uses are only permitted when the conditions outlined in section 780.03 Conditions of Use are met:

   i. manufacturing use;
   ii. office use;
   iii. recreation / community centre use;
   iv. retail use;
   v. service use;
   vi. social-gathering use; and
   vii. warehouse use.
780.03 **Conditions of Use**

a) **All Uses**
   i. Noise, glare, odour and air pollution generated on a parcel shall not be detectable from the parcel's property line, and shall comply with Part 4, Section 414 of the Zoning Bylaw.

b) **Office Use**: the use of land, buildings and structures for office use is only permitted as a principal use when the following conditions are met:
   i. Office use must be located on the upper floors of a building.

c) **Recreation/Community Centre Use**: the use of land, buildings and structures for recreation/community centre use is only permitted as a principal use when the following condition is met:
   i. Recreation/Community Centre use is limited to an aggregate maximum size of 500 m² (5,382 sq. ft.) per parcel.

d) **Retail Use**: the use of land, buildings and structures for retail use is only permitted as a principal use when the following conditions are met:
   i. Retail use, whether accessory or principal, is limited to an aggregate maximum size of 500 m² (5,382 sq. ft.) per parcel.
   ii. Retail use as a conditional use is limited to the following classes of retail only:
      a. Auctioneer use;
      b. Building supply use;
      c. Equipment sales and rental use; and
      d. Garden supply use.

e) **Social Gathering Use**: the use of land, buildings and structures for social gathering use is only permitted as a principal use when the following conditions are met:
   i. Social gathering use must be on the upper floors of a building; and
   ii. Social gathering use is limited to an aggregate maximum size of 500 m² (5,382 sq. ft.) per parcel.

780.04 **Accessory Use**

a) **Accessory uses**, in combination, may occupy a maximum of 25% of the total floor area of a building or buildings, or in a multi-tenant building, a maximum of 25% of the floor area occupied by the tenant.

b) **Residential use** is limited to one caretaker unit per parcel when the following conditions are met:
   i. The caretaker unit must be accessory to a permitted principal use;
ii. The caretaker unit must be located on the upper floors of a building; and
iii. The caretaker unit may not exceed 100 m² (1,076 ft²) in size.

c) **Restaurant use** is limited to a maximum size of 20 seats, exclusive of **outdoor customer service areas**, and must be accessory to food or beverage related **manufacturing uses** such as, but not limited to: bakery, catering, commissary kitchen, brewery or distillery.

d) **Outdoor customer service areas** are only permitted in conjunction with a permitted accessory restaurant use and may not exceed 12 seats in size and must be operationally and physically tied to the principal premises.

e) **Accessory exterior storage areas** are permitted only in conjunction with:
   1. Automotive body and repair shops;
   2. Building supply use;
   3. Equipment sales and rental use;
   4. Garden supply use.

**780.05 Density**

a) The maximum permitted **floor area ratio** in the Lynn Creek Light Industrial Zone is 1.2 exclusive of a **caretaker unit**.

**780.06 Maximum Principal Building Size**

Not applicable.

**780.07 Setbacks**

<table>
<thead>
<tr>
<th>Setback</th>
<th>Principal Building or Structure</th>
<th>Accessory Building or Structure</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front</td>
<td>Minimum: 1.5 metres (4.9 ft.)</td>
<td>Minimum: 1.5 metres (4.9 ft.)</td>
</tr>
<tr>
<td>Rear on a lane</td>
<td>Minimum: 1.5 metres (4.9 ft.)</td>
<td>Minimum: 1.5 metres (4.9 ft.)</td>
</tr>
<tr>
<td>Rear</td>
<td>Minimum: 0 metres</td>
<td>Minimum: 0 metres</td>
</tr>
<tr>
<td>Side</td>
<td>Minimum: 0 metres</td>
<td>Minimum: 0 metres</td>
</tr>
<tr>
<td>Side facing a street</td>
<td>Minimum: 0 metres</td>
<td>Minimum: 0 metres</td>
</tr>
</tbody>
</table>

**780.08 Building Orientation and Form**

Not applicable.
780.09 **Building Depth and Width**

Not applicable.

780.10 **Coverage**

a) The maximum *building coverage* is 60% of the lot area; and  

b) The maximum *site coverage* is 100% of the lot area

780.11 **Height**

a) The maximum height of *buildings* and structures is 12.2 metres (40 feet).

780.12 **Landscaping**

a) All land areas not occupied by buildings, structures, parking spaces, loading spaces, driveways, manoeuvring aisles, exterior storage areas, *outdoor customer service areas*, garbage and recycling areas, or sidewalks at the front of the lot shall be landscaped.

b) A 2 metre (6.5 ft.) high screen consisting of a solid wood fence, landscaping, or combination thereof, with 90% opacity, is required to screen from public view:
   i. exterior storage areas, where permitted;
   ii. exterior garbage and recycling areas; and  
   iii. exterior utility boxes, vents and pumps.

c) Parking areas containing more than 20 spaces in one row shall incorporate raised landscape planters not less than 1.0m (3.3 ft.) in width and 5.7m (18.7 ft.) in length every 20 spaces.

780.13 **Subdivision Requirements**

<table>
<thead>
<tr>
<th>Minimum Lot Size</th>
<th>Maximum Lot Size</th>
<th>Minimum Lot Width</th>
<th>Minimum Lot Depth</th>
<th>Minimum Lot Width on Corner Lots</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,100 m² (11,840 ft²)</td>
<td>N.A.</td>
<td>24 m (79 ft)</td>
<td>34 m (112 ft)</td>
<td>24 m (79 ft)</td>
</tr>
</tbody>
</table>

780.14 **Parking and Loading**

a) Parking and loading spaces shall be provided in accordance with Part 10 of this Bylaw
b) In cases where a development application is submitted without an identification of specific uses, parking requirements will be assessed on the basis of a minimum of one space/100 m² (1,076 sq. ft.) of gross floor area, and the issuance of business licences for permitted uses in that building will be dependent upon the availability of parking on the lot or on an adjacent lot in accordance with Part 10 of this Bylaw.

2.2 The Zoning Map is amended in the case of the lands illustrated on the attached map (Schedule A) by rezoning the land from Light Industrial Zone 13 and CD-8 to Employment Zone – Lynn Creek Light Industrial (EZ-LC).

READ a first time

PUBLIC HEARING held

READ a second time

READ a third time

Certified a true copy of “Rezoning Bylaw 1335 (Bylaw 8142)” as at Third Reading

Municipal Clerk

APPROVED by the Ministry of Transportation and Infrastructure on

ADOPTED

Mayor

Municipal Clerk

Certified a true copy

Municipal Clerk
Schedule A to Bylaw 8142
The District of North Vancouver Rezoning Bylaw 1335 (Bylaw 8142)
Thank you for coming to this open house on Lynn Creek Town Centre Industrial Lands rezoning.

Earlier in 2015, District met with property owners and business operators to explore regulatory issues and opportunities in the Lynn Creek industrial area.

Based on the input received, and as directed by Council, staff has been working to develop new draft zoning regulations for this industrial area.

The purpose of this open house session is to gather your input on the key changes proposed by the draft zoning regulations.

Your views are important to us. Please read the information on display and share your feedback with District staff.

Your ideas will help inform revisions to proposed zoning regulations that will be considered by Council later this spring.

Please take the time to fill out a comment sheet and provide it to us today or by March 18, 2016 if you need more time.
Located west of Mountain Highway, the Lynn Creek light industrial study area has several distinct characteristics:

- lands are currently zoned as Industrial I-3 which accommodates a mix of environmentally safe industrial activities and servicing uses;
- the properties are typically smaller light industrial lots with narrower street frontages;
- the buildings tend to be older, more affordable spaces limited to one or two storeys with surface parking;
- uses include both long standing and new businesses, many owned and operated by North Shore residents;
- the properties are centred around Crown Street (an important east-west connector), and located relatively close to the town centre core;
- the area is centrally located in the District and close to the Second Narrows Bridge, Phibbs Exchange, community services and amenities.

Existing businesses include an eclectic mix of activities including manufacturing, repair, warehousing; as well as a variety of operations providing goods and services including catering, craft beer, consulting services, yoga and more.

Little to no change and redevelopment of this light industrial area is anticipated to 2030. Over time and as the Lynn Creek Town Centre redevelops, it is envisioned that this area will continue to provide a thriving and diverse community of small businesses that will provide local employment opportunities, add interest and vibrancy to the emerging town centre, and benefit from the growing demand for local goods and services.
As guided by the Official Community Plan (OCP, 2011) and the Town Centre Implementation Plan (2013), the District is committed to protecting the function of employment lands and creating an environment that supports economic activity, business investment and job growth. The OCP also encourages productive and efficient use of employment lands and flexibility of compatible uses.

Town Centre Implementation Plan policies call for a review of Zoning Bylaw regulations to facilitate intensification of light industrial uses on employment lands and to consult with the business community through this process.

**Stakeholder Engagement**
Approximately 30 business owners and operators participated in stakeholder discussions last April, sharing their ideas on issues, opportunities and regulatory constraints for businesses in the Lynn Creek industrial lands study area. Key comments we heard are summarized below.

**Issues**
- On-site and off-site parking is very limited, and parking and traffic pressures could increase as the town centre redevelops.
- Potential for conflict between industrial uses (noise, smells, truck traffic) and new/emerging residential uses, and strong interest in keeping residential uses outside of industrial lands.
- Some concern for landscaping protection requirements versus need for onsite parking.
- Discontinuous sidewalks and the number of driveway crossings create challenges for pedestrians.
- Any requirements to upgrade existing buildings may be prohibitively expensive.
Opportunities
- Older buildings with low rent and light industrial zoning designation are highly desirable.
- Service and other industries will benefit from the growing local population and increased demand for goods and services.
- Opportunities for complementary uses at different times of the day/night.
- Potential for a small amount of retail mixed in with industrial to allow manufacturers to sell their products in low volumes to pedestrians travelling through the area.
- Older, open span two-storey buildings provide flexible spaces that can be easily converted to other uses (shared office space, film studio, sound studio, fitness studio etc.).

Regulatory Constraints
- Parking requirements and restrictive zoning/business license regulations prevent optimal use of buildings (e.g. vacant upper floors) and limits capacity for business development and future growth.
- Need for more flexible zoning and a greater range of uses, such as complementary commercial and retail uses within buildings, to support business vitality and investment.
- Consider allowing limited opportunities to sell directly to the public, while still maintaining industrial as primary use.
- Consider allowing limited office space on upper floors.
- Continue to restrict residential uses to manage potential conflicts between different uses.
- Address current zoning that limits ability of businesses to have a full-size outdoor patio.
- Continue to permit all core service industries, while allowing for organic change over time.
- Relax on-site parking requirements, and reduce landscaping requirements.

Does this accurately reflect the stakeholder discussion? Did we miss anything?
Based on feedback received from stakeholders, and as directed by Council, staff has been working to develop new draft zoning regulations for this industrial area.

The proposed new zoning regulations confirm industry as the first priority. These regulations are simpler and more flexible, allowing for a broader range of manufacturing and services than the current I-3 zoning. The proposed regulations also enable a range of appropriate and complementary commercial uses to support intensive use of available space for business operation and expansion.

Proposed changes to the zoning are intended to continue to retain and encourage the growth of industries in this area, reflect the diversity of industry uses, address identified industry needs, and support the vision for the Town Centre.

Do you generally support the intent of the proposed new zoning regulations?
**PROPOSED ZONING CHANGES - PRINCIPAL USES**

**PRINCIPAL USES**
The proposed new zoning has fewer, more broadly defined land use categories than the current I-3 zoning. Uses that are no longer needed or are not compatible with the vision for this area have been removed. Office use is now permitted as a principal use when located on the upper floors of a building.

Do you generally support these proposed principal uses?

<table>
<thead>
<tr>
<th>COMPARISON OF PERMITTED USES</th>
<th>Proposed EZ-1C Zone</th>
</tr>
</thead>
<tbody>
<tr>
<td>12 Zone</td>
<td></td>
</tr>
<tr>
<td>(a) animal shelter;</td>
<td>DELETED</td>
</tr>
<tr>
<td>(b) artist's studio;</td>
<td>MANUFACTURING</td>
</tr>
<tr>
<td>(c) auction room;</td>
<td>AUCTIONEER</td>
</tr>
<tr>
<td>(d) automotive body shops;</td>
<td>SERVICE</td>
</tr>
<tr>
<td>(e) automotive repair shops;</td>
<td>SERVICE</td>
</tr>
<tr>
<td>(f) billiard hall;</td>
<td>DELETED</td>
</tr>
<tr>
<td>(g) building supply establishment;</td>
<td>BUILDING SUPPLY</td>
</tr>
<tr>
<td>(h) business/office support services;</td>
<td>SOCIAL GATHERING</td>
</tr>
<tr>
<td>(i) clubs;</td>
<td>SERVICE</td>
</tr>
<tr>
<td>(j) contractor services;</td>
<td>MANUFACTURING</td>
</tr>
<tr>
<td>(k) custom manufacturing;</td>
<td>MANUFACTURING</td>
</tr>
<tr>
<td>(l) delivery services;</td>
<td>MANUFACTURING</td>
</tr>
<tr>
<td>(m) equipment rental establishments;</td>
<td>RECREATION/COMMUNITY USE</td>
</tr>
<tr>
<td>(n) fitness center;</td>
<td>DELETED</td>
</tr>
<tr>
<td>(o) gym shop;</td>
<td>SERVICE</td>
</tr>
<tr>
<td>(p) hobby beer and wine-making;</td>
<td>MANUFACTURING</td>
</tr>
<tr>
<td>(q) household repair services;</td>
<td>DELETED</td>
</tr>
<tr>
<td>(r) industrial product sales establishments;</td>
<td>DELETED</td>
</tr>
<tr>
<td>(s) light manufacturing;</td>
<td>MANUFACTURING</td>
</tr>
<tr>
<td>(t) media-related establishments;</td>
<td>MANUFACTURING</td>
</tr>
<tr>
<td>(u) mini warehousing;</td>
<td>DELETED</td>
</tr>
<tr>
<td>(v) parking structure;</td>
<td>SERVICE</td>
</tr>
<tr>
<td>(w) pet care establishment;</td>
<td>DELETED</td>
</tr>
<tr>
<td>(x) recreation-vehicle sales/rental</td>
<td>SERVICE</td>
</tr>
<tr>
<td>(y) research and development;</td>
<td>OFFICE</td>
</tr>
<tr>
<td>(z) retail food services;</td>
<td>ACCESSORY ONLY</td>
</tr>
<tr>
<td>(aa) school, store;</td>
<td>MANUFACTURING</td>
</tr>
<tr>
<td>(bb) specialized technological establishments;</td>
<td>SERVICE</td>
</tr>
<tr>
<td>(cc) veterinarian;</td>
<td>WAREHOUSE USE</td>
</tr>
<tr>
<td>(dd) warehousing;</td>
<td>WAREHOUSE USE</td>
</tr>
<tr>
<td>(ee) wholesaling; and</td>
<td>DELETED</td>
</tr>
<tr>
<td>(ff) work site</td>
<td></td>
</tr>
</tbody>
</table>
Under the proposed new zoning regulations, other uses are permitted if they are accessory to a principal use. Accessory means a use that is incidental to a principal use. Examples include administrative office space, storage of fleet vehicles, and serving areas for approved breweries, distilleries, or catering businesses.

Accessory uses, in total, may occupy up to 25% of the floorspace of a particular building (same as 1-3).

Retail, as an accessory use is permitted for products that are made, assembled or distributed on the site.

Restaurants up to 25 seats in size are allowed as an accessory use to food or beverage manufacturing uses such as bakeries, breweries, distilleries, caterers and commissary kitchens.

The maximum size of outdoor customer service areas has been increased from 4 to 12 seats.

Residential, limited to 1 caretaker unit, is permitted as an accessory uses when the unit is located on the upper floor and is not to exceed 100m2 (1,075ft2) in size.

Do you generally support the proposed accessory use regulations?
The maximum floorspace of a building is unchanged from an FSR of 1.2 under the existing 1-3 zoning regulations. Building height also remains at 12m (40 feet) and lot coverage at 60%.

All land areas not occupied by buildings, structures, parking spaces, loading spaces, driveways, manoeuvering aisles, exterior storage areas and sidewalks are required to be landscaped.

Screening in the form of a solid wooden fence, landscaping or combination thereof, is required to screen exterior storage, garbage and utility boxes from public view (same as 1-3).

Recognizing the site constraints on smaller lots with very little unused space, and limited capacity for on-street parking; parking requirements are unchanged from the 1-3 zoning base rate which is: 1 stall per 100m² of gross floor area (GFA) or warehouse and/or manufacturing area plus 1 stall per 45m² of GFA for other uses.

Instead the District has been exploring other solutions to help alleviate parking challenges in the Lynn Creek Town Centre area. For example:

- The District has recently changed parking regulations on the 1300 Block of Crown Street to allow public parking during evenings and weekends.
- Consideration is being given to bring additional car share service to the area.
- In the longer term, additional public parking may be provided at a Phibbs Exchange park and ride facility.

Do you generally support the proposed building size, lot coverage, landscaping and parking regulations?
The District of North Vancouver

REPORT TO COMMITTEE

June 7, 2015
File: 13.6480.30/002.001.000

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

SUBJECT: Lower Lynn Town Centre Industrial Lands Strategy

RECOMMENDATION:
THAT the Committee of the Whole recommends:

1. THAT Council receive this report for information, and

2. THAT Council direct staff to proceed with preparing, for Council's consideration, new zoning regulations for the Lower Lynn Town Centre industrial area.

REASON FOR REPORT:
This report provides an early check-in with Council on the preliminary findings of the Lower Lynn Town Centre (LLTC) Industrial Lands Strategy that is needed to inform consideration of new zoning regulations for this area.

SUMMARY:
Staff has embarked on a LLTC Industrial Lands Strategy to inform our understanding of the role of this area and its relationship to the rest of the Town Centre. This area has the potential to supply a unique mix of eclectic and innovative services to help energize and complement the adjacent revitalization in the Town Centre. Through a series of stakeholder workshops with local business operators and land owners, we were able to collect information on the key issues, opportunities and regulatory constraints for local business. Staff finds that changes to the Zoning Bylaw to allow for more flexible zoning would be beneficial to encourage business investment and expansion in this area, and staff is seeking Council direction to bring this work forward for Council's consideration.

BACKGROUND:
In 2010 Staff was instructed to undertake a review of the business zoning regulations as part of the District's economic development strategy and to encourage business investment and job creation in our community. Arising from this work and informed by feedback from the
community, stakeholders and Council; the District established two new zones: EZ-LI (Employment Zone - Light Industrial) and EZ-I (Employment Zone – Industrial). EZ-LI was proposed to replace the former Light Industrial (I3) and Commercial Business (C8) zoning, and EZ-I was proposed to replace the former Waterfront Industrial (I1) and General Industrial (I2) zoning. This process led to the rezoning of industrial zones in the Pemberton (south of Marine Drive), Lower Lynn (south of Barrow Street), Maplewood (Riverside Drive/Spicer Road) areas to EZ-LI and EZ-I, as appropriate.

Rezoning of the I3 areas located north of Main Street and west of Mountain Highway was delayed pending the completion of the Lower Lynn Town Centre Implementation Plan, and in recognition of the uniqueness of this older, established “incubator” area for local businesses located next door to an emerging higher density mixed use and residential area.

In January 2014, at Committee of the Whole discussions with staff on the Draft Lower Lynn Town Centre Design Guidelines, Council instructed staff to take a closer look at the LLTC Industrial area to better understand the value and potential for this area and its relationship to the rest of the Town Centre. To address this direction from Council, staff organized a multi-stakeholder LLTC “Branding” session in April 2014 and also retained Urban Forum Associates to embark on a LLTC Industrial Lands Strategy.

The study area boundaries for the LLTC Industrial Lands Strategy are identified on the adjacent figure. This boundary was determined based on the following:

- Captures many of the older, smaller industrial lots and buildings
- Centred around Crown Street which will become a major east/west pedestrian and cycling connector
- Located closer to Mountain Highway and adjacent to the proposed new Town Centre heart.
This area contains 39 properties and supports an estimated 103 businesses. These parcels will continue to support existing, new and growing businesses and will benefit from their central location in this emerging Town Centre.

EXISTING POLICY:
Official Community Plan Bylaw 7900 (2011) sets District-wide land use designations and includes policies to:
- protect the function of employment lands,
- encourage intensification of uses and a diverse range of uses on employment lands, and
- facilitate the delivery of services and infrastructure to employment lands to provide a climate suitable for business investment and job growth

The Lower Lynn Town Centre Implementation Plan (2013) reaffirms the desire to protect and enhance industrial lands, and encourages various measures to minimize potential impacts to surrounding land uses. In addition, this plan calls for a review of the Zoning Bylaw (industrial lands) regulations to facilitate intensification of light industrial uses and that the business community should be consulted through this process.

The Zoning Bylaw 3210 (1965) sets zoning regulations for various industrial land zones including Waterfront Industrial, General Industrial, Light Industrial, Interim Industrial, Storage Industrial, Employment Zone - Industrial, and Employment Zone - Light Industrial.

The District's Economic Development Strategy aims to create a positive business climate that supports expansion and diversification of the District of North Vancouver's economy and contributes to the quality of life for residents.

ANALYSIS:
Preliminary insight on the vision for this industrial area was derived from the multi-stakeholder Lower Lynn Town Centre (LLTC) "Branding" workshop held in April 2014. Here an assembled group of approximately 20 marketing and urban design consultants, architects, planning, parks and Arts Office staff worked to creatively explore the vision for the entire LLTC.

Subsequently, and as part of the Lower Lynn Town Centre Industrial Lands Strategy work, staff and Urban Forum Associates organized two alternative workshops with local business operators and land owners to gather first-hand data on the issues and opportunities for local businesses in the identified Lower Lynn Town Centre industrial lands. These workshops were held at the Operations Centre on April 23 and 28 of this year, and in total, approximately 32 land owners and business operators were in attendance.

Input received from these combined workshops has helped inform the analysis and findings of the Lower Lynn Industrial Lands Strategy as follows.

Vision for the LLTC Industrial Lands (comments from the LLTC Branding workshop and LLTC Industrial Lands Strategy workshops)
- Embrace local business, small business as playing a key role in the local and regional economy and playing a role in energizing, animating, complementing and infusing new ideas and energy and excitement to the emerging LLTC.
- Celebrate the eclectic, random, innovation and “funkiness” of these businesses.
• Continue to encourage small lot sizes and business frontages to add variety and liveliness to the street experience.
• Continue to encourage flexibility and choices – in uses, spaces to adapt to changing business needs and zoning to promote innovation, opportunity and experimentation. Industrial, commercial and residential areas in the LLTC need to be considered as integral, connected and unified components of the town centre.
• Consider opportunities to integrate an art gallery, craft beer brewery, pub, farmer’s market, live music, entertainment to enliven and energize this area.
Issues (comments from the LLTC Industrial Lands Strategy workshops)
- Shared concern that parking in the area is very limited, both on-street parking and on-site.
- Traffic congestion hinders access to this area, and that traffic and pressures for limited parking could increase as the area redevelops.
- The pedestrian/cycling infrastructure in this area needs to be improved. Sidewalks are not continuous and are often interrupted by driveways.
- Potential for conflict between industrial uses (noise, smells, truck traffic) and new/emerging residential uses.
- Concern for increased taxes to businesses if the area changes over time.
- Strong interest in keeping residential uses outside of the industrial land area.
- Some concern for break-ins and current streets are not well lit and very quiet at night.
- Some concern for landscaping protection requirements versus need for onsite parking.
- Older buildings may not be up to code and may be vulnerable to natural hazards. Potential requirements to upgrade buildings may be prohibitively expensive.
- Concern for higher lease rates and taxes for rental spaces.

Opportunities (comments from the LLTC Industrial Lands Strategy workshops)
- Continued role as an incubator area for an eclectic mix of businesses.
- Many owners/operators are North Shore residents.
- Opportunities for creative/innovative approach to parking issues (e.g. pooled parking facility), as well as a new Park and Ride Facility at Phibbs Exchange.
- Opportunities for complementary uses at different times of the day/night.
- Service industries – furniture building, draperies, carpeting, plumbing, dry cleaners, restoration and other core services will benefit from access to future new residents.
- Opportunities to sub lease office space that won’t conflict with industrial uses.
- Over time, the Lower Lynn Town Centre may provide new markets for businesses and services, as well as new and more affordable housing opportunities for employees.
- Business operators, employees, and new residents of town centre will be able to walk to services, retail, jobs and transit.
- Access to Phibbs Exchange and frequent transit service along Mountain Highway.
- Access to Lynn Creek and other natural areas and trails.
- The proposed footbridge on Hunter Street will facilitate permeability and pedestrian access to the City of North Vancouver/Park and Tilford.
- Potential for a small amount of retail mixed in with industrial to allow manufacturers to sell their products in low volumes, to pedestrians travelling through the area. Major retail needs to be focussed on Mountain Highway, as appropriate.
- Older buildings with low rent and light industrial zoning designation are highly desirable.
- Older, open span two-storey buildings provide flexible spaces that can be easily converted to other uses (shared office space, film studio, sound studio, fitness studio etc.).

Regulatory Constraints (comments from the LLTC Industrial Lands Strategy workshops)
- Parking requirements and restrictive zoning/business license regulations prevents optimal use of buildings (e.g. vacant upper floors) and limits capacity for business development and future growth.
- Current zoning limits ability of businesses to have a full-size outdoor patio.
- Need more flexible zoning to support business vitality and investment.
• Continue to permit all core service industries, while allowing for organic change over time.
• Permit a greater range of complementary commercial and retail uses.
• Permit greater range of uses in buildings.
• Relax on-site parking requirements.
• Reduce landscaping requirements.
• Limit impacts of industrial/commercial uses adjacent to residential.
• Consider allowing limited opportunities to sell directly to the public, while still maintaining industrial as primary use. (Some retail is permitted as an accessory use).
• Consider allowing limited office space on upper floors.
• Continue to restrict/limit residential to caretaker suites.
• Consider allowing multi-level above ground parking to address high water table and limited on-site space.
• Manage potential for conflicts between different uses.

Timing/Approval Process:
A number of businesses are keen to see the introduction of more flexible zoning in the LLTC and since the stakeholder workshops there have been inquiries from several participants seeking information on the status and timing of the rezoning process.

Financial Impacts:
Enabling more flexible zoning for industrial uses could have positive financial benefits to the District by facilitating business retention and investment in new business, growth in employment opportunities and potential increases in tax revenues.

Liability/Risk:
New zoning regulations will encourage flexibility and innovation while at the same time help to manage the potential for conflicts between different land uses. No liabilities or risks to the District are anticipated through completion of the LLTC Industrial Lands Strategy and the preparation of new zoning regulations.

Social Policy Implications:
Protecting and providing more flexibility for local businesses may create new jobs for District residents, help strengthen our industrial economy, expand the provision of goods and services and infuse new energy and excitement into the emerging LLTC.

Environmental Impact:
New zoning regulations may consider opportunities to relax onsite parking requirements which may, in turn, create more space for onsite landscaping. Access to employment lands and nearby jobs will enable some local residents to take active (walking and cycling) and environmentally friendly modes of transportation to work with less reliance on automobiles.

Public Input:
Should Council direct staff to prepare new zoning regulations for the LLTC Industrial lands, the rezoning process will involve a public hearing. At least one additional public engagement opportunity with the community prior to rezoning is also advised.
CONCLUSION

Informed by the feedback from local business operators and landowners, and with the aid of the consultants, staff are currently reviewing both the current I3 zoning and the alternative, more flexible EZ-LI zoning. Through this work, staff will identify zoning bylaw amendments that may be needed for this LLTC industrial area to support local business needs and to achieve the vision for this area. Staff suggests that there is an opportunity to amend the zoning regulations to consider:

- Expanding the range of appropriate and complementary commercial retail and service uses to encourage business expansion or alteration to accommodate additional uses supported by the LLTC Industrial area vision;
- Permitting a wider application of food and beverage services (including outdoor patios) in the front of lots and potentially in rear lanes; and
- Reducing the parking requirements, under certain circumstances, to facilitate full use of space in industrial buildings.

Should Council approve the recommendations in this report, staff will proceed to prepare, for Council's consideration, new zoning regulations for the defined LLTC industrial area.

Respectfully submitted,

Sarah Dal Santo
Section Manager Policy Planning

AND

Ross Taylor
Policy Planner

REVIEWED WITH:

☐ Sustainable Community Dev. ☐ Clerk's Office
☐ Development Services ☐ Communications
☐ Utilities ☐ Finance
☐ Engineering Operations ☐ Fire Services
☐ Parks ☐ ITS
☐ Environment ☐ Solicitor
☐ Facilities ☐ GIS
☐ Human Resources

External Agencies:

☐ Library Board
☐ NS Health
☐ RCMP
☐ Recreation Com.
☐ Museum & Arch.
☐ Other:
The Corporation of the District of North Vancouver

Bylaw 8142

A bylaw to amend the District of North Vancouver Zoning Bylaw 3210, 1965

The Council for The Corporation of the District of North Vancouver enacts as follows:

1. Citation

This bylaw may be cited as "The District of North Vancouver Rezoning Bylaw 1335 (Bylaw 8142)".

2. Amendments

2.1 The District of North Vancouver Zoning Bylaw 3210, 1965 is amended as follows:

a) Part 2A Definitions is amended as follows:

Delete:

The following definitions apply in the Employment Zones [Sections 750 (EZ-I), 770 (EZ-LI)], Village Commercial Zones [Sections 600-A (VC-G), 600-B (VC-DC)], and Comprehensive Development Zones 65, 67, 68, 69, 81, 79, 86 and 90 [Sections 4B370 to 4B385 (CD 65), 4B402 to 4B410 (CD 67), 4B411 to 4B418 (CD 68), 4B420 to 4B435 (CD 69), 4B 79-1 to 4B 79-10 (CD 79), 4B 81-1 to 4B 81-14 (CD 81)] 4B 86-1 to 4B 86-5 (CD 86), and 4B 90-1 to 4B 90-8 (CD 90)] only:

And replace with:

The following definitions apply in the Employment Zones [Sections 750 (EZ-I), 770 (EZ-LI)], 780 (EZ-LC) Village Commercial Zones [Sections 600-A (VC-G), 600-B (VC-DC)], and Comprehensive Development Zones 65, 67, 68, 69, 81, 86 and 90 [Sections 4B370 to 4B385 (CD 65), 4B402 to 4B410 (CD 67), 4B411 to 4B418 (CD 68), 4B420 to 4B435 (CD 69), 4B 79-1 to 4B 79-10 (CD 79), 4B 81-1 to 4B 81-14 (CD 81)] 4B 86-1 to 4B 86-5 (CD 86), and 4B 90-1 to 4B 90-8 (CD 90)] only:

Delete:

"licensed lounge use" means a premise, which is an accessory use to a hotel, entertainment or recreation use, and which is used for the on-site consumption of alcoholic beverages;
And replace with:

"licensed lounge use" means a premise, which is an accessory use to a hotel, entertainment, recreation use, or a provincially approved brewery/distillery use; and which is used for the on-site consumption of alcoholic beverages;

Add the following definition to the Part 2A definitions:

"upper floors" means the storey or storeys of a building situated above the storey of the building that is closest in elevation to the grade level.

Add the following term to the list of terms that have the meanings given to them in Part 2 of this Bylaw:

"caretaker unit"

b) Section 301 (2) is amended as follows:

Insert:

"Employment Zone – Lynn Creek Light Industrial EZ-LC Bylaw 8142"; and

Delete:

"Comprehensive Development Zone 8 CD8"

c) Part 3A – Subdivision Requirements is amended by adding the subdivision requirements for the EZ-LC zone to the table of "Minimum Lot Sizes and Dimensions" in Section 309A, under "Employment Zones", as follows:

<table>
<thead>
<tr>
<th>Employment Zones</th>
<th>Short Form</th>
<th>Minimum Lot Area (square metres)</th>
<th>Maximum Lot Area (square metres)</th>
<th>Minimum Lot Width (metres)</th>
<th>Minimum Lot Depth (metres)</th>
<th>Minimum Lot Width for corner lots (metres)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Employment Zone – Lynn Creek Light Industrial EZ-LC</td>
<td>EZ-LC</td>
<td>1100 NA</td>
<td>24</td>
<td>34</td>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>
d) Section 403A (1) (i) is amended as follows:

Delete:
The retail sale of alcoholic beverages for off-site consumption except in the C1L, C2, C6, CD 4, CD 21, CD 45, CD47 & CD48 zones.

And replace with:

“The retail sale of alcoholic beverages for off-site consumption except in the C1L, C2, C6, C9, C10, CD 4, CD 21, CD 45, CD47, CD48, CD65, CD68, CD79, CD80, CD81 & CD90 zones; or in accordance with a manufacturer’s license issued by the British Columbia Liquor Control and Licensing Branch.”

e) Part 7 Industrial Zone Regulations is amended by inserting the following:

“780 EMPLOYMENT ZONE – Lynn Creek Light Industrial (EZ-LC)

780.01 Intent

The intent of the Lynn Creek Light Industrial Zone (EZ-LC) is to accommodate a mix of manufacturing and service uses, as well as a limited range of commercial uses that serve to animate the Lynn Creek light industrial precinct.

780.02 Permitted Uses

The following uses are permitted in the Lynn Creek Light Industrial Zone:

a) Uses Permitted Without Conditions:

Not applicable.

b) Conditional Uses

The following principal uses are only permitted when the conditions outlined in section 780.03 Conditions of Use are met:

i. manufacturing use;
ii. office use;
iii. recreation / community centre use;
iv. retail use;
v. service use;
vi. social-gathering use; and
vii. warehouse use.
780.03 Conditions of Use

a) All Uses
   i. Noise, glare, odour and air pollution generated on a parcel shall not be detectable from the parcel's property line, and shall comply with Part 4, Section 414 of the Zoning Bylaw.

b) Office Use: the use of land, buildings and structures for office use is only permitted as a principal use when the following conditions are met:
    i. Office use must be located on the upper floors of a building.

c) Recreation/Community Centre Use: the use of land, buildings and structures for recreation/community centre use is only permitted as a principal use when the following condition is met:
    i. Recreation/Community Centre use is limited to an aggregate maximum size of 500 m² (5,382 sq. ft.) per parcel.

d) Retail Use: the use of land, buildings and structures for retail use is only permitted as a principal use when the following conditions are met:
    i. Retail use, whether accessory or principal, is limited to an aggregate maximum size of 500 m² (5,382 sq. ft.) per parcel.
    ii. Retail use as a conditional use is limited to the following classes of retail only:
        a. Auctioneer use;
        b. Building supply use;
        c. Equipment sales and rental use; and
        d. Garden supply use.

e) Social Gathering Use: the use of land, buildings and structures for social gathering use is only permitted as a principal use when the following conditions are met:
    i. Social gathering use must be on the upper floors of a building; and
    ii. Social gathering use is limited to an aggregate maximum size of 500 m² (5,382 sq. ft.) per parcel.

780.04 Accessory Use

a) Accessory uses, in combination, may occupy a maximum of 25% of the total floor area of a building or buildings, or in a multi-tenant building, a maximum of 25% of the floor area occupied by the tenant.

b) Residential use is limited to one caretaker unit per parcel when the following conditions are met:
    i. The caretaker unit must be accessory to a permitted principal use;
ii. The caretaker unit must be located on the upper floors of a building; and
iii. The caretaker unit may not exceed 100 m\(^2\) (1,076 ft\(^2\)) in size.

c) **Restaurant use** is limited to a maximum size of 20 seats, exclusive of outdoor customer service areas, and must be accessory to food or beverage related manufacturing uses such as, but not limited to: bakery, catering, commissary kitchen, brewery or distillery.

d) **Outdoor customer service areas** are only permitted in conjunction with a permitted accessory restaurant use and may not exceed 12 seats in size and must be operationally and physically tied to the principal premises.

e) **Accessory exterior storage areas** are permitted only in conjunction with:
   i. Automotive body and repair shops;
   ii. Building supply use;
   iii. Equipment sales and rental use;
   iv. Garden supply use.

**780.05 Density**

a) The maximum permitted floor area ratio in the Lynn Creek Light Industrial Zone is 1.2 exclusive of a caretaker unit.

**780.06 Maximum Principal Building Size**

Not applicable.

**780.07 Setbacks**

<table>
<thead>
<tr>
<th>Setback</th>
<th>Principal Building or Structure</th>
<th>Accessory Building or Structure</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front</td>
<td>Minimum: 1.5 metres (4.9 ft.)</td>
<td>Minimum: 1.5 metres (4.9 ft.)</td>
</tr>
<tr>
<td>Rear on a lane</td>
<td>Minimum: 1.5 metres (4.9 ft.)</td>
<td>Minimum: 1.5 metres (4.9 ft.)</td>
</tr>
<tr>
<td>Rear</td>
<td>Minimum: 0 metres</td>
<td>Minimum: 0 metres</td>
</tr>
<tr>
<td>Side</td>
<td>Minimum: 0 metres</td>
<td>Minimum: 0 metres</td>
</tr>
<tr>
<td>Side facing a street</td>
<td>Minimum: 0 metres</td>
<td>Minimum: 0 metres</td>
</tr>
</tbody>
</table>

**780.08 Building Orientation and Form**

Not applicable.
780.09 Building Depth and Width

Not applicable.

780.10 Coverage

a) The maximum building coverage is 60% of the lot area; and

b) The maximum site coverage is 100% of the lot area

780.11 Height

a) The maximum height of buildings and structures is 12.2 metres (40 feet).

780.12 Landscaping

a) All land areas not occupied by buildings, structures, parking spaces, loading spaces, driveways, manoeuvring aisles, exterior storage areas, outdoor customer service areas, garbage and recycling areas, or sidewalks at the front of the lot shall be landscaped.

b) A 2 metre (6.5 ft.) high screen consisting of a solid wood fence, landscaping, or combination thereof, with 90% opacity, is required to screen from public view:
   i. exterior storage areas, where permitted;
   ii. exterior garbage and recycling areas; and
   iii. exterior utility boxes, vents and pumps.

c) Parking areas containing more than 20 spaces in one row shall incorporate raised landscape planters not less than 1.0m (3.3 ft.) in width and 5.7m (18.7 ft.) in length every 20 spaces.

780.13 Subdivision Requirements

<table>
<thead>
<tr>
<th>Minimum Lot Size</th>
<th>Maximum Lot Size</th>
<th>Minimum Lot Width</th>
<th>Minimum Lot Depth</th>
<th>Minimum Lot Width on Corner Lots</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,100 m$^2$ (11,840 ft$^2$)</td>
<td>N.A.</td>
<td>24 m (79 ft)</td>
<td>34m (112 ft)</td>
<td>24 m (79 ft)</td>
</tr>
</tbody>
</table>

780.14 Parking and Loading

a) Parking and loading spaces shall be provided in accordance with Part 10 of this Bylaw
b) In cases where a development application is submitted without an identification of specific uses, parking requirements will be assessed on the basis of a minimum of one space/100 m² (1,076 sq. ft.) of gross floor area, and the issuance of business licences for permitted uses in that building will be dependent upon the availability of parking on the lot or on an adjacent lot in accordance with Part 10 of this Bylaw.

2.2 The Zoning Map is amended in the case of the lands illustrated on the attached map (Schedule A) by rezoning the land from Light Industrial Zone 13 and CD-8 to Employment Zone – Lynn Creek Light Industrial (EZ-LC).

READ a first time
PUBLIC HEARING held
READ a second time
READ a third time
Certified a true copy of “Rezoning Bylaw 1335 (Bylaw 8142)” as at Third Reading

__________________________________________________________
Municipal Clerk

APPROVED by the Ministry of Transportation and Infrastructure on
ADOPTED

_________________________________________  ___________________________________________
Mayor                                           Municipal Clerk

Certified a true copy

__________________________________________________________
Municipal Clerk
Schedule A to Bylaw 8142
The District of North Vancouver Rezoning Bylaw 1335 (Bylaw 8142)
Intensity

The intent of the Light Industrial (I3) Zone is to accommodate a mix of clean, environmentally safe industrial activities and servicing uses, as well as a limited range of uses exhibiting office characteristics which may function as a buffer between commercial/residential zones and other industrial zones.

721 Uses

The following uses are permitted in the Light Industrial (I3) Zone:

721.1 The use of such land for a purpose related to a use of buildings and structures permitted in this zone;

721.2 Principal Uses:

(a) animal shelter;
(b) artist's studio;
(c) auction room;
(d) automotive body shops;
(e) automotive repair shops;
(f) billiard hall;
(g) building supply establishment;
(h) business/office support services;
(i) clubs;
(j) contractor services;
(k) custom manufacturing;
(l) delivery services;
(m) equipment rental establishments;
(n) fitness centre;
(o) gun shop;
(p) hobby beer and wine-making establishments;
(q) household repair services;
(r) industrial product sales establishments;
(s) light manufacturing;
(t) media-related establishments;
(u) mini-warehousing;
(v) parking structure;
(w) pet care establishment;
(x) recreation vehicle sales/rental/leasing establishments;
(y) research and development establishments;
(z) retail food services;
721.3 Accessory Uses

Permitted accessory uses may include, but are not necessarily limited to:

(a) administrative offices;
(b) caretaker unit;
(c) display, sales and reception areas;
(d) outdoor customer service areas; and
(e) storage.  

722 Principal Use Regulations

The following regulations apply to principal uses:

722.1 The following uses are not permitted within 50m (164 ft.) of any lot in a residential zone:

(a) an animal shelter, which has associated uses, or noise that is not completely contained within the building;
(b) automotive body shops;
(c) automotive repair shops;
(d) building supply establishments;
(e) contractor services involving the manufacturing or fabrication of products;
(f) delivery services;
(g) equipment rental establishments;
(h) gun shops;
(i) recreation vehicle sales/rental/leasing establishments;
(j) pet care establishments, which have associated uses or noise that is not completely contained within the building;
(k) veterinarians, which have associated uses or noise that is not completely contained within the building.  

(Bylaws 6989, 7047, 7528)
722.2 All operations associated with permitted uses shall be contained within a completely enclosed building, except where outdoor customer service areas, or the exterior storage of goods or vehicles is expressly permitted, or where, in the case of pet care establishments, veterinary clinics, and veterinary hospitals, an outdoor area for animals is provided. (Bylaw 7047)

722.3 In the case of an animal shelter, pet care establishment or veterinarian, an outside public entrance is required. (Bylaw 7528)

### 723 Accessory Use Regulations

#### 723.1 Caretaker Unit:

In the I3 Zone, a caretaker unit:

(a) is permitted only in the following uses:

(i) animal shelter;
(ii) auction room;
(iii) custom manufacturing;
(iv) gun shop;
(v) mini-warehousing;
(vi) pet care establishment;
(vii) research and development establishments;
(viii) specialized light industrial and technological establishments;
(ix) veterinarian; and
(x) works yard. (Bylaw 7528)

(b) must have an interior entry though the principal use for which it is required;

(c) must contain a minimum of 47m² (500 sq.ft.) of floor area and shall not exceed a total floor area of 65m² (700 sq.ft.) of floor area;

(d) is limited to one per lot.

#### 723.2 Exterior Storage

In the I3 Zone, exterior storage is subject to the following regulations:

(a) exterior storage is permitted only for:

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May 2005    7-I3-c
(i) the storage of vehicles for repair at automotive body shops and automotive repair shops;
(ii) building supply establishments;
(iii) equipment rental establishments;
(iv) the storage of fleet vehicles required for contractor services and delivery services;
(v) recreation vehicle sales/rental/leasing establishments

(Bylaw 6989)

(b) where exterior storage is permitted, such storage shall be screened from view from any road or lot in a residential zone in accordance with Section 725.2;

(c) land used for exterior storage shall be hardsurfaced with durable materials acceptable to the building inspector;

723.3 Retail Sales

The retail sale of goods is limited to an accessory use except in the case of auction room, building supply establishment, gun shops and recreation vehicle sales/rental/leasing establishments for which the sale of goods may be a principal use. (Bylaw 6989)

723.4 Outdoor Customer Service Areas

Outdoor customer service areas are permitted only in conjunction with retail food services and when provided on private property, shall comply with Section 413 of this Bylaw.

724 Size, Shape and Siting Regulations

Buildings and structures in the I3 Zone shall comply with the following regulations:

724.1 Height

Buildings and structures in the I3 Zone shall not exceed a height of 12m (40 ft.) except where exempted under Section 407 of this Bylaw;

724.2 Building Coverage

Buildings and structures in the I3 Zone shall not occupy more than 60% of the lot area.
724.3 Site Coverage

Buildings, structures, parking spaces, loading spaces, driveways, manoeuvring aisles and exterior storage areas shall not occupy more than 90% of the lot area.

724.4 Floor Space Ratio

The floor space ratio in the I3 Zone is 1.2 exclusive of a caretaker unit.

724.5 Building Setbacks

Buildings and structures in the I3 Zone shall be setback a minimum of 1.5m (5 ft.) from a front property line;

724.6 Accessory Floor Space

The total floor space of all permitted accessory uses shall not exceed 25% of the gross floor area of a building and any one tenancy in a multi-tenant building.

724.7 Building Area

a) An individual building supply establishment in any building or structure or in any group of buildings or structures shall not occupy a gross floor area greater than 3,716 sq. m. (40,000 sq. ft.) on any one lot or any group of adjoining lots.

b) As an exception to sub-clause (a), where an individual building supply establishment had a gross floor area exceeding 3,716 sq. m. (40,000 sq. ft.) on any one lot or any group of adjoining lots on November 20, 2001 that individual building supply establishment shall be limited to the gross floor area existing on that date.

(Bylaw 7233)

725 Landscaping Regulations

725.1 All land areas not occupied by buildings, structures, parking spaces, loading spaces, driveways, manoeuvring aisles, exterior storage areas and sidewalks shall be landscaped;
725.2 A 2m (6.5 ft.) high screen consisting of a solid wood fence, landscaping or combination thereof is required around permitted exterior storage areas and around all garbage and recycling container pads.

725.3 Parking areas containing more than 20 spaces in one row shall incorporate raised landscape planters not less than 1.0m (3.3 ft.) in width and 5.7m (18.7 sq.ft.) in length every 20 spaces.

726 Parking and Loading Spaces:

726.1 Parking and loading spaces for principal and accessory uses in the I3 Zone shall be provided in accordance with Part 10 of this Bylaw.

726.2 In cases where a development application is submitted without an identification of specific uses, parking requirements will be assessed on the basis of a minimum of one space/40m$^2$ (430.5 sq.ft.) of gross leasable area up to a maximum of 25% of the gross leasable area of the building and one space/100m$^2$ (1076 sq.ft.) of all other gross leasable area and the issuance of business licences for permitted uses in that building will be dependent upon the availability of parking on the lot or on an adjacent lot in accordance with Sections 1002.3 and 1002.4 of this Bylaw.
LYNN CREEK
PUBLIC REALM
GUIDELINES

12.18.2015

GUIDELINES FOR FORM, CHARACTER & STREETSCAPE DESIGN
The credits page of the document contains the following information:

**Credits:**

These design guidelines have been developed by the District of North Vancouver in collaboration with the consultant team of PFS Studio and Taylor Kurtz Architecture and Design, as informed and refined by community and stakeholder feedback.
INTRODUCTION
Introduction

Centrally located at the Second Narrows bridgehead, bordering the Lynn Creek parks and trails system, and close to Phibbs Exchange, the Lynn Creek Town Centre (formerly referred to as Lower Lynn Town Centre) has excellent access to parks and community amenities, transit, jobs and the commercial/retail uses along Main Street. Over time, revitalization of this important urban centre will be guided by the community vision as outlined in the Official Community Plan and the Lower Lynn Town Centre Implementation Plan:

"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."

These Lynn Creek Town Centre Design Guidelines recognize the value of this centre as a gateway to the District and as a model for sustainable urban living. They strive to create a distinct identity and sense of place through unified design themes that support the community vision. The design guidelines celebrate the connection to, and urban interface with the natural environment, the industrial and port land areas, alternative transportation systems, outdoor recreation and the parks and trails network.

Contextual Aerial Photo
Consultation to inform the Guidelines

The Lynn Creek Town Centre Design Guidelines has been informed by the community and stakeholder input involving a series of engagement events with local residents, business operators, members of the general public, the Advisory Committee on Disability Issues (ACDI), Vancouver Coastal Health, the Advisory Design Panel, as well as development and consulting teams.

People living and working in Lynn Creek 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 informed by community feedback, the guidelines seek to protect and enhance the strong relationship to the Town Centre’s natural surroundings and wide range of outdoor activities, industrial heritage and continuing mix of workplaces, local shopping, and residential uses of varying forms and densities.

The guidelines also seek to encourage an attractive, engaging and walkable pedestrian environment with well-designed public spaces to encourage social interaction.

Purpose of the Guidelines

These Design Guidelines provide a design framework for the plazas, open spaces, parks, greenways, streetscapes and buildings within the Lynn Creek Town Centre; and are intended to guide property owners, developers, design consultants, District staff and Council towards the achievement of the community vision for Lynn Creek.

While these design guidelines seek to create a consistent look and feel for the centre; they also enable flexibility, creativity and innovation as the centre develops and grows over time. New development in Lynn Creek Town Centre is encouraged to respond creatively to the context envisioned in the Implementation Plan, while at the same time working towards a cohesive identity and character.

These Design Guidelines are applicable to the Lower Lynn Town Centre as identified in the District’s Official Community Plan (2011) and the Lower Lynn Town Centre Implementation Plan (2013). The majority of the design elements apply to the higher density, mixed use core (see map) and the surrounding medium density multi-family residential areas located largely on the east side of Mountain Highway.

Very few design changes are envisioned for the industrial areas on the west side of Mountain Highway so that these areas, which will likely see very gradual change over time, can continue to retain an eclectic mix of older buildings that support established businesses.

These guidelines outline the vision for the public road system including vehicles, pedestrians and bicycles, but has not been engineered and is subject to change.
Policy Context

The policy context for the Lynn Creek Town Centre is established in the District's Official Community Plan and the Lower Lynn Town Centre Implementation Plan. Schedule B of the OCP outlines design principles and objectives to guide the form and character of all development throughout the District regardless of location. The Lynn Creek Public Realm Guidelines supplement Schedule B with additional, more detailed design direction for the public realm spaces, streetscapes and built form within the Town Centre.

Other key policies, plans and strategies that are also applicable include:

- Zoning Bylaw,
- Development Services Bylaw and other supplementary municipal standards,
- Lower Lynn Transportation Strategy,
- Lower Lynn/Lynn Creek Flood Management Strategy, and
- Parks and Open Space Strategic Plan
- Accessible Design Guidelines
- Seylynn & Bridgman Parks Conceptual Masterplan 2015
How to use this Document

This document is intended to be used in conjunction with the OCP Schedule B, the Lower Lynn Town Centre Implementation Plan, and other applicable municipal policies and regulations. They also supplement the OCP Form and Character design guidelines by providing greater detail to inform the specific identity and character for this Town Centre.

Important, this document is to be used to guide the design of public spaces and to inform the sense of place. The design guidelines enable flexibility to respond to design objectives. Additionally, design direction may be provided during the development application review process.

This guiding document is not intended to be prescriptive nor exhaustive, but rather illustrates the anticipated key design objectives for this centre. Cross sections, plans and details included within these guidelines are intended to inform further detailed design, but are not to be used as an engineering document.

Sample Images of existing context
Key Character Areas

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.

The Lynn Creek Town Centre can be divided into four distinct character areas:

- Town Centre Core
- Residential Neighbourhood
- Industrial and Commercial Areas
- Seylynn & Bridgman Parks

Together these four areas are complemented by a series of critical public spaces, multimodal connections and are closely tied to the transit hub at the south east corner of the Town Centre.

Town Centre Core

- The Town Centre core is focused around the intersection of Mountain Highway and Hunter Street.
- This area will be the focus of higher density mixed-use development, including high rise buildings, achieved through redevelopment of larger parcels around Mountain Highway and
Hunter Street and fronting Seylynn Park.

The Town Centre core is envisioned as the heart of the community. This will include key elements for the public realm including a community centre and the central plaza. The focus in this area will be to create a lively, pedestrian oriented shopping area that supports businesses, community needs and establishes an iconic central plaza.

Streetscapes and building guidelines seek to completely revitalize 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.

Existing streetscapes will be redeveloped in step with new high density development in order to achieve an urban and high amenity public realm designed to promote pedestrian activity and comfort and to support transit use.

Open space in the Town Centre core focuses on 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 Lynn Creek a wide and varied mix of public realm amenities.

Residential Neighbourhood

The Residential Neighbourhood Area constitutes the medium to low density, predominantly residential redevelopment area, generally east of Mountain Highway, this area 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 Residential Area is anticipated 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.

The key public realm amenities in the Residential Area are two small neighbourhood 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 Rupert 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 sight-lines, safety, and security.

Light Industrial/Commercial Area

The Industrial and Commercial area is located to the west of Mountain Highway and to the South of Main Street.

These lands are anticipated to undergo a slower process of...
renewal over time, applying a design context that integrates with the overall character of Lynn Creek Town Centre while protecting the industrial function.

The streetscapes within the Industrial and Commercial 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 aims to encourage retention of existing mature trees and other landscape features that exist on a number of properties in this area, generally on private property.

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.

Seylynn and Bridgman Parks

Seylynn and Bridgman Parks as well as future Spirit Trail connections through the park will continue to play a critical role in the Town Centre, offering active and passive space for the community. This natural asset is closely tied to river, walking trails and further connections throughout the Lynn Creek system including the Sea to Sky link to the Inter-River community. The proximity of these parks to the Town Centre establishes a natural connection between urban form, open spaces and the Lynn Creek system.
DESIGN PRINCIPLES & INSPIRATION
Inspiration and Experience

Building on the community vision for the Lynn Creek Town Centre, the following key ideas and inspirations for the emerging centre were derived through a multi-stakeholder Town Centre "branding" session. In Brief, future residents will experience the Lynn Creek Town Centre as a place that:

- Connects neighbourhoods to Lynn Creek and other key destinations overcoming existing barriers with pedestrian crossings and bridges.
- Is a contemporary complete community – work places, amenities, shops, key destinations and transit within walking distance from homes.
- Promotes active living – moving people out of cars (reducing need for cars) and embracing active living including walking and cycling.
- Promotes social interaction and neighbourliness – social gathering spaces and community amenities and facilities become the "outdoor living rooms" for people to meet and get to know their neighbours.
- Embraces local business – small businesses as key to the local economy + playing an important role in energizing, animating, infusing new ideas & building excitement in this area.
- Celebrates eclectic, random, funky, organic and somewhat unruly nature of current and future development – different architectural forms, scales of development, lot sizes, types of uses etc.
- Encourages innovation and includes choices for smaller fine grain lot patterns and affordable spaces for families and workers.
- Provides flexibility and choice – flexible spaces that can be adapted to residential and business needs, flexible to provide innovation, opportunity and experimentation.
- Encourages seamless integration – Mountain Highway should connect and not "divide" the neighbourhoods and streets.
Key Images that capture the experience of Lynn Creek Town Centre

Key words that capture the experience of Lynn Creek Town Centre

LYNN CREEK OUTDOOR LIVING + SOCIAL SPACES CONNECTION TO NATURE CONNECTED CRAFT BEER SMALL LOCAL BUSINESSES SUSTAINABLE LIVING ECLECTIC, RANDOM, MESSY, ORGANIC SHOP WALKING + CYCLING CHOICES PUBLIC ART RESTAURANTS COOL, FUNKY, CREATIVE, INNOVATION TRANSIT COMMUNITY CENTRE SEYLYNN + BRIDGMAN PARKS BRIDGES FARMERS MARKET TREES MOUNTAINS TRAILS
Overall Design Principles

The inspiration for the Town Centre will be expressed through a number of urban design elements to create a cohesive, distinct identity and character for this area.

Redevelopment of the Lynn Creek Town Centre is to be guided by the following overarching planning and design principles:

- Creative, contemporary, functional design;
- Facilitate well-designed, engaging and functional public spaces and streetscapes;
- Apply an appropriate design response to the climate and geography of the North Shore;
- Celebrate connection to Lynn Creek and incorporate best practices in sustainable design;
- Explore creative ways to celebrate and connect to the industrial lands;
- Enhance the public realm for the enjoyment and safety of pedestrians, cyclists, and transit users;
- Connect the Town Centre through priority pedestrian and cycling networks to support a walkable community;
- Well-connected green network emphasizing the linear north-south pedestrian green spine, pedestrian bridge over the creek, Hunter Street and Phibbs Exchange greenways;
- Embedded use of sustainable best practices for stormwater management, energy efficiency and water conservation;
- Support for full tree growth and an increased tree canopy;
- Use of vibrant colour accents to creative liveliness and a material pallet that complements connection to Lynn Creek, parks, and adjacency to industrial lands;
- Modular stepping both in heights and setbacks from the street to achieve articulated forms and simple geometries;
- Showcase landmark crossroads and gateways through urban design and public art;
- Create opportunities to celebrate public art, music and recreation.
A range of unifying design elements are intended to be expressed throughout the Town Centre as a means to establish its identity as a distinct and special place.

The materials and colours should reflect the surrounding natural environment while highlighting the unique industrial and commercial uses situated within the town centre. Wood, steel and concrete will form the basis for the material palette with variations in the types and uses of steel as a reflection of creative design processes and the variability of the product.

Some design cues may be influenced by the simplicity and materiality of the industrial context eg. use of Corten steel can be used in key public spaces. This material highlights the intersection of nature and industry with its weathered, changing appearance.

Glass, metal, concrete, rough stone, rock and wood may be used as a highlight material, demarcating softer more pedestrian focused elements such as benches, seating elements and patio spaces.

Colour can be used to highlight focal points or elements of significance within the public realm. Art work may integrate colour and act to draw the attention to significant intersections or junctures.
Green Spine and a Connected Open Space Network

The Lynn Creek Town Centre borders Lynn Creek which includes an extensive system of trails and open spaces. The existing Seylynn and Bridgman parks are valued community assets providing passive and active open space for residents.

Redevelopment of the Town Centre, will enable an improved and expanded green network to enhance pedestrian movements and to create a hierarchy of open spaces.

Critical to this network is the green spine or pedestrian focused linear park which will run north south the length of the Town Centre.

Along this spine, stormwater management will be evident and integrated into the design. Places to stop, interact and observe will be continuous along the spine.

This green spine will also serve to connect two urban parks: Marie Place Park and a new neighbourhood park to the south. These two parks will offer more urban programmed open spaces, to complement Seylynn and Bridgman parks, establishing a hierarchy that will meet a wide range of needs. Widened, planted sidewalks and multi-modal connections will knit the neighbourhood together from east to west.

The combination of new park spaces and a linear green spine will serve to fully connect the neighbourhood, provide substantial planting, a network of stormwater management opportunities and a parallel pedestrian network.
Priority Multi-Modal Connections

The Lynn Creek Town Centre is a community that has historically been isolated by major roads, highways, railway and by Lynn Creek. Creating a walkable compact community with opportunities for all modes of movement will help to overcome these barriers while still facilitating the industrial nature and heavy vehicle uses. Multi-modal connections will be integrated throughout the Town Centre and will focus on connecting key destinations including:

- Businesses in the Town Centre core and the industrial lands
- New Community Centre
- Phibbs Exchange Transit Hub
- Seylynn & Bridgman Parks + Lynn Creek trails

Transit

Phibbs Exchange offers close proximity to rapid transit with connections across Metro Vancouver. This asset allows for a more pedestrian-focused, transit-oriented town centre.

Walking

A system of greenways, trails and sidewalks will promote pedestrian movements throughout the Town Centre. The "green spine" will form the primary north south connection. This spine will be supported by east-west sidewalk connections and trails. Wide sidewalks will be provided on key streets to try to provide safe and enjoyable walking conditions.

Cycling

The design guidelines propose a hierarchy of cycling facilities ranging from sharrows and conventional bike lanes to grade separated dedicated bike lanes to accommodate the needs of all users.

Where feasible, busy routes and routes adjacent to heavy traffic should be physically separated to encourage use and support cyclists of all abilities. Intersection design incorporated into priority intersections can provide efficient crossing configurations.
Functional Stormwater Management

The Lynn Creek Town Centre is located at the delta of Lynn Creek forming a low flats where the creek meets the ocean. Rain events are particularly evident here with the swell and crest of the creek and the tidal flux of the ocean. Coarse gravel soils allow for stormwater infiltration into the delta and the management of rainwater offers opportunity to respect the delta environment while improving the quality of runoff from urban environments.

Redevelopment of the Town Centre presents an opportunity to provide functional stormwater management practices to ensure development is respectful and responsive to its environment.

Taking cues from natural systems and incorporating green infrastructure and Best Management Practices, stormwater networks will provide a dual function within the Town Centre. They will create an aesthetic legibility of water, of the vulnerability of the natural systems and the connection to the delta. They will also provide a functional way to clean, filter and improve the quality of runoff from the urban environment and recharge the aquifer and relieve pressure from existing drainage infrastructure. Ideal soil conditions will make infiltration a practical solution to be pursued whenever possible.

Rain-gardens may be integrated along urban and residential streets, filtering stormwater and infiltrating water into the delta soils. Linear trench drains and other conveyance systems will act to move stormwater through the expanded green network and green infrastructure will be utilized whenever possible.

Potential for flooding will be an ever present aspect of the Lynn Creek and the delta location. Innovative flood management solutions must be considered with each new development. Raised floor levels will achieve one component of flood protection, but innovation should be encouraged to identify additional solutions and opportunities.
Healthy Tree Growth and Canopy

A healthy urban tree canopy provides numerous benefits including:

- Evapotranspiration and cooling
- Visual screening and sound attenuation
- Delineation of spaces
- Colour and seasonal variation
- Sense of tranquility and connection to nature
- Improvements to air quality

Urban trees and increased canopy will also knit together the Town Centre creating green corridors linking the urban areas to the creek and the park systems.

To ensure that trees are able to grow to full maturity, increasing soil volumes and reducing soil compaction is important. These design guidelines propose a new system of sidewalk installation and linear tree trenches that increase soil volumes and reduces soil compaction to enable trees to grow to full maturity. Increased soil volumes also facilitate stormwater management and rainwater capture.

Tree grates are to be used in high traffic areas to ensure protection of root systems. 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 and oxygenation of tree roots.

Residential areas, where pedestrian traffic is lower, open tree planting with native grasses and understory planting should be used. 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.
PARKS, PLAZAS & OPEN SPACE
General Open Space Guidelines

The proposed open space network for Lynn Creek 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.

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 Lynn Creek Town Centre, to strengthen wayfinding, to promote accessibility, and to enhance pedestrian safety.

1. Park Plaza
2. Town Centre Plaza
3. Interconnecting Mews
4. Green Spine
5. Potential Orwell Pedestrian Zone
6. Marie Place Park
7. Neighbourhood Park

Pedestrian & Cycling Connections
Future Trail Greenway Connections
Urban Plazas & Generous Sidewalks
Pedestrian Green Spine
Neighbourhood Parks

Open Space Network

Exact boundaries of the proposed new neighbourhood park to be determined through property assembly and development application process.
Town Centre Plaza and Interconnecting Mews

The Town Centre plaza on the east side of Mountain Highway is intended to be a focus of both daily use for sitting, outdoor seating, and people watching as well as a programmable space that can host community events. It will be designed to accommodate a wide variety of users, and promote accessibility and inclusivity. Design principles for the plaza are as follows:

- Promote direct engagement from retail and restaurant uses at its north and south edges
- Ensure direct at-grade access to the plaza and to retail fronting the plaza to promote accessibility for all users
- Plan circulation routes to allow the areas adjacent to buildings to be used for outdoor seating and displays of merchandise without compromising movement of pedestrians
- Incorporate ample seating with variety in groupings, ways to sit, and choice between sun and shade
- Encourage paving patterns and areas of special paving materials coordinated with the design intent and movement patterns
- Integrate into the design of the plaza visible features that collect stormwater from paved surfaces
- Provide services to support 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.
- Include public art, both as free-standing installations curated through the District's public art program and as integrated pieces or as part of stormwater features
- Enhance connectivity through the inclusion of interconnecting mid-block pedestrian mews with appropriate landscaping and lighting
Guidelines for the Central Plaza include:

- Lighting standards (see appendix) should be selected from the approved chart of lighting fixtures, but can include unique lighting elements further integrated into the design.

- Paving should integrate with the approved paving pattern for sidewalks along streets. Feature areas with other paving surfaces may be incorporated through the design process in consultation with District staff.

- Stormwater management features should be incorporated into the plaza design including both rain garden areas and recessed trenches with cast iron grates over them to capture water from public areas.

- Numerous seating opportunities should be integrated into the design including seating for groups. Movable seating and tables are encouraged within the plaza.

- Trees should be part of the overall design concept and strategically located to provide shade, and to soften the urban context.

- Public art should be integrated into the public plaza design.
Marie Place Neighbourhood Park

Marie Place Park is currently a neighbourhood pocket park with a children's playground. The Implementation Plan envisions expanding the size of this park and enhancing facilities suited to its role as a locally serving neighbourhood park.

Marie Place park can become an enhanced neighbourhood park that transitions from the hard-surface urban and pedestrian mews to the adjacent residential community. A mix of hard and soft surfaces will extend the durability of the space and accommodate a variety of activities.

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. These elements should be integrated within the design rather than stand alone elements.
Mid-Block Pedestrian Spine and New Local Neighbourhood Park

The pedestrian green "spine" will run north south from Fern Street to Oxford Street and will be a significant new linear park in the Lynn Creek Town Centre. This aligned pathway will be more than simply a pedestrian trail. It is envisioned as a continuous park providing connectivity with seating, and opportunities for play with stormwater elements integrated along its length.

A new neighbourhood park created along the spine and between Rupert and Bond Streets, will provide a more substantive area for play and act as a node along this linear park.

In order to achieve the desired connectivity, sightlines and openness for this pedestrian spine, the design of each surrounding block of residential development should be guided by the following:

- The entire length of the pedestrian spine should be accessible and delivered at the same grade as connecting sidewalks.
- The spine should result in a direct connection on axis with Marie Place.
- The paving, lighting fixtures, and wayfinding elements of the path should be consistent along the entire length of the spine.
- The spine should be no less than 14m in width, comprised of 10m dedicated green spine and 4m landscaped setback and should also include a minimum 4m continuous unobstructed pedestrian path.

- Surface stormwater features should be incorporated to collect rainwater from paved surfaces on District land and should create a continuous expression of water movement along the spine.

- Spaces for sitting, watching, and relaxing should be positioned along the spine to create areas to stop, rest or gather within each block.

- Where the spine crosses east-west streets, the crossing should be marked by a planting bulge incorporating stormwater raingardens in place of on-street parking.
Seylynn & Bridgman Parks

The Seylynn and Bridgman Parks Conceptual Park Master Plan (April 2015) will guide the revitalization of Seylynn and Bridgman Parks by recommending improvements to the natural environment and park amenities to support existing and future recreation activities. This plan should be referenced for the design of Seylynn and Bridgman Parks. Key design objectives from this plan include:

- Provide innovative design features and elements inspired by the dynamic interface between the spectacular natural landscapes and the vibrant urban environment.
- Increase access and connectivity within, between and to the parks, with consideration for active transportation, universal design, parking, and service access.
- Improve opportunities for recreation, play, art, cultural events, and gathering.
- Improve safety and security.
- Increase opportunities for nature appreciation, interpretation, education and stewardship.
- Provide the opportunity to enjoy Lynn Creek while protecting sensitive ecosystem values.
- Provide opportunities for dog use that respect the ecological sensitivity.
- Protect and enhance creek, riparian, and forest habitats.

Environmental Management

- Rainwater management features should be installed where necessary to minimise stormwater flows in sensitive areas.

Recreation Amenities

- A new hierarchy of connecting paths including a Spirit Trail connection should be built in the parks, including the upgrading and resurfacing of existing paths.
- Open grass areas should be provided for informal gatherings and unprogrammed uses.
- An event space should be provided in Seylynn Park to accommodate community gatherings, which will include an open plaza with event structure.
- A field suitable for diverse activities, including sports, special events and informal play will be provided in Seylynn Park.

Urban Interface

- The transition from natural park to urban centre should be accomplished through tree-lined promenades along Hunter Street and Mountain Highway.
- An entrance plaza to Seylynn Park should act as a gateway from the urban centre.
Semi Private Open Spaces

The three blocks between Crown and Oxford Streets are planned for multi-family housing and will be also structured by the north-south green 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.

The design of semi private courtyards should integrate the themes and material treatments of the overall public realm. Consistency in material, planting, lighting and form will ensure a cohesive residential area. Subtle visual cues to users of adjacent public paces should indicate that semi private courtyards are not fully intended for public use.

Design elements to achieve this distinction may include: a change in elevation above the adjacent spine with ramps and stairs, low walls 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. Urban gardening opportunities should also be included where possible.

For ground oriented units, a minimum 9 square metres per unit should be provided. These may take the form of patios, balconies, or rooftop decks and gardens.

Typical block in Residential Area with pedestrian Green Spine and semi-private courtyards
4 STREETS
Street Network

This section describes the character of the key centre streets including:
1. Mountain Highway
2. "High Street"
3. Hunter Street
4. Crown Street
5. Orwell Street
6. Residential Streets
7. Industrial Streets
8. Laneways

Each street type offers unique elements relating to traffic volumes, adjacent building use and natural features. Consistent elements including stormwater management features and tree planting will be incorporated throughout. All streets are subject to engineering and design.

Detailed plans for Main St. and Keith Rd. are excluded due to the variability of street type or active redevelopment associated with ongoing design processes.

The locations of new roads and lanes are approximate and may be adjusted during the municipal development application review process depending on timing of development, land assemblies and other factors.
Cycling Network

Establishing a hierarchy of bike connections through Lynn Creek will facilitate internal circulation, provide a range of commuting routes and promote the use of cycling infrastructure by a variety of different users. Bike lane configurations should be suited to the context, road configuration, availability of land and safety objectives.

Pedestrian and Cycling Route, including greenways are to be off-road shared environments between cyclists and pedestrians with ample space to accommodate mixing of all user types.

Bike Routes are signed connections or may include sharrow road marking that indicate a shared lane environment for cyclists and automobiles and are located on low-volume roads.

On-Street Bike Lanes offer greater separation of modes with the delineation of spaces with painted lines primarily located on higher volume roads.

Separated Bike Lanes offer safety improvements by physically separating cyclists from automobile traffic. The use of concrete medians and signage can be used to improve safety along higher volume roads and make cycling lanes viable for users of varying ability.

Other unmarked roads are acceptable for bike movements but will not include signage or markings.

Bike Network

Bike facilities are subject to change through the development process and are anticipated to be achieved over time as opportunities arise.
Mountain Highway - High Street

Major Road Network

The blocks of Mountain Highway between Fern Street and Crown Street are the heart of the Town Centre core. The core will include active street-fronting retail activity on both sides of the block and will form the "High Street" of LCTC intent. The streetscape will be characterized by large street trees on both sides as well as street trees in the median for a portion of the High Street. This will provide a buffer from vehicular traffic and a fuller, more continuous tree canopy.

A wider sidewalk is necessary to accommodate higher volumes of pedestrians accessing the commercial opportunities along the "High Street". Sidewalks should be a minimum of 3.0m (inclusive of tree grate), with a minimum 2.5m setback to building face to provide ample seating and opportunities for movement. This setback should be consistent in material treatment with the sidewalk to create a uniform surface from curb to building face.

To reflect the industrial aesthetic of the adjacent land uses and to provide as much usable pedestrian space as possible, cast metal tree grates should be used along the High Street in place of planted boulevards. This low maintenance solution will facilitate pedestrian access along the length of the High Street.

Tree grate openings should be 1.5m square, though extensions are recommended to offer street trees access to rainwater. 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.

Separated bike lanes should be included the length of Mountain Highway at grade with the sidewalk, buffered from traffic and parked cars by a wide median. This will accommodate the arrival of cyclists to the retail heart of the community. Trees, street furnishing, and lighting will be located between the bike lanes and the sidewalk and act as a buffer between modes.

All storefronts along the High Street should be at grade with the sidewalk to provide universal accessibility, an active street wall and a positive relationship between shops and cafes and the sidewalk environment. Continuous weather protection should be provided over the sidewalk adjacent to the building edge.

To address flood concerns businesses will be required to provide flood-proofing methods outlined in Section 8 - Flood Resilience.

This section of Mountain Highway may have vehicular parking on both sides to ensure access to retail and pick-up / drop-off opportunities. Transit stops will also be provided at key locations to serve the retail heart.
Proposed High Street Section of Mountain Highway

* Trees may be located in centre median where sufficient width is provided for maintenance vehicle access

District of North Vancouver
Mountain Highway - Crown Street to Main Street
Major Road Network

South of Crown Street, Mountain Highway will be fronted by new medium-density residential development on its east side. The existing industrial/service/commercial uses are expected to remain on the west side for the foreseeable future. All redevelopment on Mountain Highway should be upgraded to reflect the same character and materials of the High Street. Mountain Highway will have wider sidewalks and a full tree canopy to highlight it as a significant North-South connection for vehicles, cyclists and pedestrians. The use of continuous soil trenches will allow for full tree growth contributing to the vision for this to be an iconic street.

A minimum clear 2.0m sidewalk will allow for pedestrian movement. Trees should be integrated into tree grates or boulevard plantings of 1.5m minimum width. A more substantial vegetated setback will be provided between public and private space.

Continuous building frontages on Mountain Highway are encouraged and buildings should properly address the street with units facing mountain highway to provide eyes on the street and a positive relationship with the public realm. In instances where North-South consolidations are not possible, setbacks between buildings should be reduced by off-setting corner units. This will reduce the visual gaps along the street wall.

All access to underground parking should be from lanes or flanking streets to avoid vehicles crossing the sidewalks on Mountain Highway.

A continuous full canopy of street trees will be a critical element of Mountain Highway. Trees should be integrated into tree grates where pedestrian traffic is high, but can include boulevard, understory planting where appropriate. Raingardens should be accommodated at all corner bulges and wherever functional opportunities arise and space is available.

Bike lanes will be grade separated and protected from traffic by a wide median. Where space is constrained at bus stops, curb let downs and painted markings will accommodate through bike connections. If space permits, grade separated bike lanes should be accommodated behind bus stops.

Redevelopment of Mountain Highway will require a phased strategy to implement the ultimate design.
Proposed Mountain Highway Section South of Crown Street
Crown Street
Multi-Use Facility

Crown Street will become an important east-west route for pedestrians and cyclists once the proposed pedestrian / cycle bridge over Lynn Creek and pedestrian overpass across Highway 1 are constructed. Crown Street is a preferred priority bike route. To meet the needs of this important pedestrian and cycling connection, the street configurations will provide additional space for grade separated bike lanes in both directions.

East of Mountain Highway, a wide median should be provided as a buffer from travel lanes and parking, and street trees, lighting and furnishing will act as a buffer between pedestrians and cyclists. East of Mountain Highway, Crown Street terminates at Orwell Street and will have lower traffic volumes.

Street trees should be integrated along the length of Crown Street providing a full canopy and residential scale to the street. Raingardens should be integrated at all curb bulges and where space is suitable.

Planted setbacks should be provided between the back of sidewalk and private residential space. Grade changes should be integrated into this planted buffer.

West of Mountain Highway, Crown Street serves traffic traveling to and from a variety of shopping and workplace destinations. This area is anticipated to develop at a slower rate and a consistent street treatment should be implemented over time. Interim options for better pedestrian and cycling connections should be explored when possible, and may include painted bike lanes, or temporary barriers if necessary. Limiting the number of access points through the redevelopment process should be an important consideration to improve pedestrian and cycling environments.

Possible Interim Solutions West of Mountain Highway
Proposed Crown Street - East of Mountain Highway
Hunter Street
Neighbourhood Street

Hunter Street forms an important east-west connection, connecting residents from the Town Centre core to Seylynn + Bridgman Parks, the proposed new community centre and Lynn Creek. This street will be similar in configuration to other residential streets. However it will transition from tree grates and wider sidewalks at the heart to boulevard understory planting in more residential areas to the east. This transition will move from hardscape to soft and reflect the intensity of pedestrian use moving away from the heart of the community.

To the west of Mountain Highway, Hunter Street will accommodate mixed use development on the south side, and provide parking for Seylynn Park to the north side. This segment of the street will be significantly traffic calmed and serve local access only. Parking along the north edge should serve the needs of park users.

A multi-use trail will run along the south edge of the park from the future Hunter Street pedestrian bridge to Mountain Highway as identified in the Seylynn Bridgman Park Master Plan.

East of Mountain Highway to the service lane, Hunter Street should provide ample pedestrian space, and a transition from retail/commercial towards a more residential function, but which could also accommodate street festivals and community farmers markets. Street trees will be a consistent element along the length of the street providing a significant canopy and buffer between residents and street traffic.

East of the commercial serving lane Hunter Street will be residential in nature and should include rain gardens in corner bulges, or in other areas with sufficient space. Trees can be integrated into boulevard planting to soften the streetscape, or include tree grates in locations with higher volumes of pedestrian traffic or at key crossing points.

The character of this street should be slow and provide a safe condition for cyclists.
Proposed Hunter Street - East of Mountain Highway and the Town Centre Core
Orwell Street

Orwell Street is similar in configuration on its west side to other residential streets. However, to accommodate the existing side yard condition along the east side of Orwell Street, a sidewalk will be established flanked by boulevards and street trees on both sides. This double row of trees will create an allee condition and provide a significant north south pedestrian link and buffer existing residents to the east from new development.

On the west side of Orwell Street, new developments should provide a streetscape treatment similar to that of other neighbourhood local streets. Street trees will be integrated into a planted median to provide a soft landscape treatment. Rain gardens should be integrated into corner bulges or other appropriate locations.

Orwell Street is part of the cycling network for LCTC, 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. To ensure traffic is slowed, corner bulges should be considered. An unopen road right-of-way may be integrated along a segment of Orwell Street to encourage slower vehicular travel and a focus on providing a pedestrian and cycling friendly route. This segment could form a pocket plaza connection and reduce through traffic volumes along the length of the street.

Example of Pocket Plaza creating a break in vehicle travel
Proposed Orwell Street
Oxford Street
Neighbourhood Street

Oxford Street is an important transit connection from Mountain Highway to Phibbs Exchange and accommodates more traffic than the other local east-west streets in Lynn Creek Town Centre. This street is also an important pedestrian and cycling connection, linking the Phibbs transit hub to Mountain Highway. As a result, this street will have increased space allotted to pedestrians and cyclists as well as wider travel lanes if necessary to accommodate vehicles and transit.

The 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 more safely accommodate frequent transit services.

On the north side of Oxford Street, the intent is to establish a 4.0 meter wide multi-use pathway serving pedestrian and cyclist travel in both directions and paved in asphalt or concrete.

This will be an important link from the transit exchange towards the Town Centre core. Setbacks should provide substantial planted space to buffer residential development from traffic.

The intersection of Mountain Highway and Oxford Street will include separated pedestrian and cycling movements to ensure increased safety, and efficient connections from the north and south bike lanes on Mountain Highway.

Consideration should be given to activating the ground-levels at the intersection of Orwell and Oxford streets that might serve transit users or cyclists at the south end of the Orwell cycling route.
Typical Residential Local Street

The goal of other quieter residential streets is to provide a well canopied streetscape with inviting sidewalks on both sides of the street. Providing a balance of space for pedestrians, cyclists, parking and travel lanes is important and will meet the needs of residents in the area. To meet sustainability goals, rain-gardens can be integrated at corner bulges and understory planting should be included where possible. This will reduce stormwater runoff from hard surfaces and provide a lusher, softer green condition along the length of the street.

Corner and mid-block crossings should be protected by corner bulges to facilitate safer crossing for pedestrians.

Local streets of this character may include Bond Street, Rupert Street and streets in the future study area.

Private spaces should be separated from the sidewalk by a planted buffer, offering some height and feeling of distance between spaces.

Onstreet parking should be accommodated in pockets to facilitate pick up / drop off and short-term parking. Parking pockets may be needed on both or one side of the street, and should reflect the parking needs of the specific location.
Typical Industrial / Non-Residential Street

Industrial/commercial streets west of Mountain Highway include both low and high volume local and collector streets. Solutions for each type of street should address specific needs and traffic volumes, but should explore creative solutions for providing active street environments that are safe for all modes of travel. Though these streets are expected to redevelop at a slower rate, improvements can be made to provide interim and long-term safety measures.

Through redevelopment, vehicular access points should be reduced, limiting the number of crossing points along the sidewalks. This will create a safer environment for pedestrians and cyclists with fewer conflict points.

Painted lines delineating pedestrian space could be considered where feasible to improve safety.

Pop-up parks which include seating and areas for improved street life is another possible design solution. Existing retail/commercial encouraged to consider innovative improvements along their frontages.

Long-term redevelopment should regularize the street edge and implement permanent sidewalks and street trees.
5 PLANTING
Planting Strategy

The planting strategy for the Lynn Creek Town Centre will be based on a selection of resilient plant species that exemplify seasonal variations in colour. The following plant lists are divided into:

- General Plant List
- General Use and Corner Bulge Planting
- Raingarden Plant List

The progression of plant selection reflects the specificity of planting conditions. Raingarden plants can be used in other conditions, but no other species should be used within a raingarden.

Planting strategies in all locations should focus on providing a mix of colours and seasonal variation. Plants outside of raingardens should be established in large clustered groups of no less than 50. This will create swathes of colour and the ability to feel a progression, particularly in linear conditions. Creating a sequence will be important and significant mass plantings will create a field condition and the sense of immersion for pedestrians. Illumination and up-lighting of plants and trees is encouraged whenever possible to highlight this clustered theme.

Examples of clustered planting and up-lighting

Coneflower
Salal
Hosta various varieties
## General Plant List

<table>
<thead>
<tr>
<th>Plant Name</th>
<th>Common Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rudbeckia hirta</td>
<td>Black-eyed-susan</td>
</tr>
<tr>
<td>Calluna vulgaris</td>
<td>Pink Heather</td>
</tr>
<tr>
<td>Echinacea purpurea 'Kim's Knee High'</td>
<td>Kim's Knee High Dwarf Purple Coneflower</td>
</tr>
<tr>
<td>Mahonia nervosa</td>
<td>Oregon grape</td>
</tr>
<tr>
<td>Spirea douglasii</td>
<td>Hardhack</td>
</tr>
<tr>
<td>Ribes sanguineum</td>
<td>Flowering current</td>
</tr>
<tr>
<td>Gaultheria Shallon</td>
<td>Salal</td>
</tr>
<tr>
<td>Callicarpa profusion</td>
<td>Profusion Beautyberry</td>
</tr>
</tbody>
</table>

## General Use and Corner Bulge Planting

<table>
<thead>
<tr>
<th>Plant Name</th>
<th>Common Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sedum</td>
<td>species variable</td>
</tr>
<tr>
<td>Lavandula angustifolia 'Munstead'</td>
<td>Munstead Lavender</td>
</tr>
<tr>
<td>Genista pilosa 'Vancouver Gold'</td>
<td>Woodwaxen</td>
</tr>
<tr>
<td>Daphne cneorum</td>
<td>Rose Dauphne</td>
</tr>
<tr>
<td>Erica x darleyensis 'Kramer's Rote'</td>
<td>Kramer's Red Heath</td>
</tr>
<tr>
<td>Lavandula angustifolia 'Hidcote'</td>
<td>English Lavender</td>
</tr>
<tr>
<td>Helianthemum nummularium</td>
<td>Sun Rose</td>
</tr>
<tr>
<td>Escallonia 'Newport Dwarf'</td>
<td>Dwarf Escallonia</td>
</tr>
<tr>
<td>Cistus x corbariensis</td>
<td>Rock Rose</td>
</tr>
<tr>
<td>Spiraea japonica 'Walbuma'</td>
<td>Magic Carpet Spirea</td>
</tr>
<tr>
<td>Nassella tenuissi (formerly Stipa)</td>
<td>Mexican Feather Grass</td>
</tr>
<tr>
<td>Imperata cylindrica 'Rubra'</td>
<td>Japanese Blood Grass</td>
</tr>
<tr>
<td>Coreopsis verticillata 'Moonbeam'</td>
<td>Coreopsis-Threadleaf</td>
</tr>
</tbody>
</table>

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**Images:**
- Mexican Feather Grass
- Magic Carpet Spirea
- Japanese Blood Grass
- Pink Heather
- Flowering Currant
- Profusion Beautyberry
Raingardens

Raingardens will play both an aesthetic and rainwater management function in the Lynn Creek Town Centre. Raingardens should be integrated along major streets including Mountain Highway, on residential streets in curb bulges and along the length of the green spine.

The plant selection chosen for these raingardens includes species that are hearty, water tolerant and provide variety in form and texture. Bursts of colour through unique grasses and seasonally flowering species will highlight these important sustainable features, and provide interest in the public realm.

Each raingarden should include a mix of species and focus on one theme or colour selection.

The following species have been chosen as they are durable and easily maintained while offering a consistent and unique planting palette.

*Western Swordfern*
*Small Fruited Bullrush*
*Silver Sage*
*Blue Fescue*
*Day Lily*
*Evergreen Huckleberry*
## Raingarden Plant List (non submergible)

<table>
<thead>
<tr>
<th>Plant Name</th>
<th>Common Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Helictorichon sempervirens</td>
<td>Blue Oat Grass</td>
</tr>
<tr>
<td>Hemerocallis var.</td>
<td>Day Lily</td>
</tr>
<tr>
<td>Pennisetum alopecuroides 'Hamelin'</td>
<td>Hamelin Dwarf Fountain Grass</td>
</tr>
<tr>
<td>Polystichum munitum</td>
<td>Western Swordfern</td>
</tr>
<tr>
<td>Blechnum spicant</td>
<td>Deer Fern</td>
</tr>
<tr>
<td>Arctostaphylos uva-ursi</td>
<td>Kinnikinnick</td>
</tr>
<tr>
<td>Carex obnupta</td>
<td>Slough Sedge</td>
</tr>
<tr>
<td>Carex stipata</td>
<td>Sawbreak Sedge</td>
</tr>
<tr>
<td>Iris douglasiana</td>
<td>Douglas Iris</td>
</tr>
<tr>
<td>Juncus effusus</td>
<td>Common Rush</td>
</tr>
<tr>
<td>Vaccinium ovatum</td>
<td>Evergreen Huckleberry</td>
</tr>
<tr>
<td>Iris missouriensis</td>
<td>Western Blue Iris</td>
</tr>
<tr>
<td>Scirpus microcarpus</td>
<td>Small Fruited Bullrush</td>
</tr>
<tr>
<td>Festuca glauca</td>
<td>Blue Fescue</td>
</tr>
<tr>
<td>Salvia argentea</td>
<td>Silver Sage</td>
</tr>
<tr>
<td>Rubus calcynoides 'Emerald Carpet'</td>
<td>Emerald Carpet Oriental Raspberry</td>
</tr>
</tbody>
</table>
Trees

Street trees will be a significant feature of all streetscapes in the Town Centre. Street trees will be installed in the zone along the curb, or as a buffer between sidewalk and bike lanes. Where possible, and in areas of less intensive pedestrian traffic, streetscapes will include boulevard strips for trees and understorey planting.

The District of North Vancouver 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. Please refer to the Development Services Bylaw for tree planting standards.

Tree lists have been divided into those species suitable for street trees as well as general trees suitable to park locations. Street trees can also be used in park settings. The selected species should provide variety, seasonal variation and a diversity of colour.

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.
### Street Tree Selection

<table>
<thead>
<tr>
<th>Tree Name</th>
<th>Tree Name</th>
<th>Tree Name</th>
</tr>
</thead>
<tbody>
<tr>
<td><em>Fraxinus Americana 'Autumn Purple'</em></td>
<td>White Ash</td>
<td>White Ash</td>
</tr>
<tr>
<td><em>Nyssa sylvatica</em></td>
<td>Black Tupelo</td>
<td>Black Tupelo</td>
</tr>
<tr>
<td><em>Cercidiphyllum japonicum</em></td>
<td>Katsura</td>
<td>Katsura</td>
</tr>
<tr>
<td><em>Crataegus</em></td>
<td>Hawthorn</td>
<td>Hawthorn</td>
</tr>
<tr>
<td><em>Fraxinus pennsylvanica</em></td>
<td><em>American / Green Ash</em></td>
<td><em>American / Green Ash</em></td>
</tr>
<tr>
<td><em>Quercus palustris</em></td>
<td><em>Green Pillar Pin Oak</em></td>
<td><em>Green Pillar Pin Oak</em></td>
</tr>
<tr>
<td><em>Carpinus betulus fastigiata</em></td>
<td>Hornbeam</td>
<td>Hornbeam</td>
</tr>
</tbody>
</table>

### Park Tree Selection

<table>
<thead>
<tr>
<th>Tree Name</th>
<th>Tree Name</th>
<th>Tree Name</th>
</tr>
</thead>
<tbody>
<tr>
<td><em>Salix babylonica</em></td>
<td>Willow</td>
<td>Willow</td>
</tr>
<tr>
<td><em>Quercus bicolor</em></td>
<td>Swamp White Oak</td>
<td>Swamp White Oak</td>
</tr>
<tr>
<td><em>Acer rubrum 'Autumn Flame'</em></td>
<td>Red maple 'October Glory'</td>
<td>Red maple 'October Glory'</td>
</tr>
<tr>
<td><em>Acer rubrum 'October glory'</em></td>
<td>Chinese magnolia</td>
<td>Chinese magnolia</td>
</tr>
<tr>
<td><em>Magnolia soulangiana</em></td>
<td>River Birch</td>
<td>River Birch</td>
</tr>
<tr>
<td><em>Betula nigra</em></td>
<td>Serbian Spruce</td>
<td>Serbian Spruce</td>
</tr>
<tr>
<td><em>Picea omorika</em></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Ensuring Longevity and Full Growth of Street Trees

Street tree longevity is directly impacted by four key factors:

1. Provision of adequate soil volumes
2. Ensuring soil remains uncompacted
3. Providing sufficient openings in hard surface
4. Tree spacing that prioritizes long term growth

Refer to the Design Services Bylaw for the District standards required for minimum separation of trees. Along priority corridors including Mountain Highway, larger soil volumes are encouraged to be a minimum of 15 cubic meters per tree with a minimum depth of 1.0m.

Soil volumes that remain uncompacted will be a direct result of the construction methods adopted by the District. Along Mountain Highway and other priority corridors within the Lynn Creek Town Centre, increased soil volumes are encouraged and may be integrated into the street design through continuous soil trenches. This provides infiltration opportunities and the opportunity for larger volumes of soil.

To accommodate for reduced compaction, alternate construction methods are encouraged to be utilized along Mountain Highway. Three primary methods are encouraged through the redevelopment process:

- Cast in place pavement bridge system
- Pre-cast pavement bridge system
- Open planter system

Open planter systems are suitable for areas with lower pedestrian traffic that can accommodate understory planting.

Sidewalk bridge systems allow for easy and efficient maintenance and restoration, while providing a large amount of un-compacted soil. Bridge system construction methods are to be developed in coordination with DNV engineering to meet the needs and requirement of each street type. Creative, cost effective solutions to provide a wide range of benefits for ensuring full tree growth are encouraged.
Tree Spacing

Street tree canopies are a direct result of the soil volumes in which they grow, but also dependant upon the space for which the canopy is provided for full maturity. Often in new developments trees are spaced closely to provide a more dense canopy in the short term. However, densely-spaced trees with less soil volume per tree will have smaller canopies and a shorter lifespan. Wider spacing which anticipates future growth and longevity of the streetscape will yield larger, fuller canopies and more mature tree growth.

Street tree spacing should be based on the needs of the particular species, placement within the street and the type of street.

Larger trees on major streets including Mountain Highway and Crown Street should be spaced 8-9m apart allowing for a fuller canopy and room to grow. Local streets may integrate smaller street tree species planted 5-6m apart. These could include ornamental varieties.
6 PUBLIC ART AND GATEWAYS
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:

- artistic landmarks (gateway features, signage, community facilities, sculptures, murals)
- functional streetscape elements (street furniture, pavement treatment, tree grates, lighting, entranceways, fencing, playground equipment, and more)
- architectural features (bus shelters, canopy features, shelter elements, roof structures, bridges)
- natural environment elements (pathways, playgrounds, landscaping, wayfinding).

Appropriate artistic “themes” for Lynn Creek, based on staff and community input include:

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

Potential locations for major public art installations in the Lynn Creek Town Centre area include:

- the public plaza in the Town Centre core
- adjacent to the new community centre
- at the entrance to Seylynn Park
- the southeast corner of Crown Street and Mountain Highway
- colourful banners down along Mountain Highway
- other park areas.

Potential areas for functional art in the Lynn Creek Town Centre area include:

- 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
- play areas in a redesigned Marie Place Park
- proposed pedestrian and
cyclist bridge over Lynn Creek
- weather protection elements
- signage and wayfinding elements.

Potential areas for art within the natural environment in the LLTC area include:
- trails enhanced with wayfinding features and signage
- interpretive and/or historical signage describing history of place
- artwork associated with the river featuring salmon and local wildlife, especially at bridges
- artistic yet functional stormwater management water features.

**Gateways**

Gateways will play an important role in establishing the identity of the Lynn Creek Town Centre. Because of the town centre's unique location bounded by bridges and overpasses at all access points; gateways can establish a sense of arrival, a sequence of focal points and an overall distinct identity.

Critical Gateways include:
- Phibbs Exchange Transit Hub
- Intersection at Orwell and Oxford Streets
- Keith Road Bridge (over Lynn Creek)
- Main Street City / District bounday
- Main Street Highway #1 overpass connection

Pedestrian crossings at:
- Hunter Street crossing Lynn Creek

- Crown Street crossing Lynn Creek
- Crown Street East Highway #1 overpass
- Fern Street Highway #1 overpass connection

These locations may be marked with pedestrian spaces, focal points, public art installations or significant architectural elements.
Common Elements

A number of public realm design elements are intended to be used throughout Lynn Creek 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 the Streets Section 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 obstructions and a zone for furnishings where all street furniture, lights, trees, and other streetscape elements are located.

As part of the development process, applicants may propose similar or alternative fixture that may be reviewed and approved by DNV.
**Paving Materials**

The palette of paving materials is selected for durability and suitability to be installed incrementally over a number of years. Master Municipal Construction Documents and Design Services Bylaw 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 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.

In the Town Centre core, the typical paving pattern is intended to mark a 1.5 meter wide strip with a saw cut joints adjacent to the curb, as shown below. Depending on available space in the right-of-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.

**Material Specifications**

<table>
<thead>
<tr>
<th>Streets -- Curbs</th>
<th>Concrete with District standard curb letdowns at intersections</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sidewalks</td>
<td>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.)</td>
</tr>
<tr>
<td>Pedestrian Paths and Upper Sidewalks along Mountain Highway</td>
<td>Saw-cut concrete or concrete pavers in concrete colour or asphalt in areas outside the Town Centre core</td>
</tr>
<tr>
<td>Multi-Use Paths -- Off-Street</td>
<td>Asphalt or other appropriate material for use with DNV approval</td>
</tr>
</tbody>
</table>
Lighting

A family of LED lighting fixtures has been selected for the Lynn Creek Town Centre. The size of fixture will be larger along Mountain Highway than on the plazas, parks, pedestrian paths, and multi-use paths elsewhere within the Lynn Creek town centre. 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. For a consistent identity, the selected paint choice is 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.

The lighting standard should be used along streets as they redevelop as well as in park settings. Pedestrian scale lighting should be integrated in key public realm locations including plazas, and along mountain highway, Crown Street, and Hunter Street. Pedestrian scale lighting may also be prioritized along other busier pedestrian and cycling streets potentially including Oxford Street.

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

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 within the furnishing zone located between trees and adjacent to parking or bike lanes. In cases where space for bike racks is limited then placement adjacent to building frontages is the second choice location.

The preferred model is the Ring distributed by Landscape Forms:

Bike Rack
Manufacturer: Landscape Forms
Model: Ring
Material / Colour: Titanium colour matte stainless steel finish
Frame made of steel
Bike rack holds 2 bikes and can be arranged in groups
Transit Shelters

Where feasible, transit shelters provided by building canopies or overhangs is preferred, as long as good visibility for transit passengers and bus drivers can be achieved.

Transit shelters should utilize paint colour coordinated with the palette of brushed stainless steel (e.g. bike rack). TransLink’s guidelines for transit-related infrastructure should be referenced for placement of transit shelters to ensure universal access and other design requirements.

Waste Management

The District’s standard waste receptacle is appropriate for Lynn Creek Town Centre. The need for bear-resistant waste receptacles should be considered and installed where needed.

Public spaces in the Town Centre should 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 of the same design as the waste receptacles and finished in titanium to coordinate with adjacent standard streetscape furnishings. Implementation of recycling and expected future green initiatives must be done in coordination with District operations.

Waste Receptacle

Manufacturer: Victor Stanley
Model: SDC-36
Material / Colour: Titanium Finish
36 gal (136 L)
Side-Dump
Side-Door Opening

Recycling Receptacle

Manufacturer: Victor Stanley
Model: RSDC-36
Material / Colour: Titanium Finish
two half moon plastic liners
Side-Dump
Side-Door Opening
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, with and without backs, and options that include arms to accommodate accessibility needs. Skate-guards could be considered if required and should be integrated into the design. Generally a concrete base with seating surfaces in wood slats is appropriate.

For applications where a comprehensive landscape plan is not available, such as along existing sidewalks and in parks, single benches with a corten steel frame / base and wood seating and backing for support should be used. The preferred bench is the Ideas L and T benches manufactured by Metalco.

**Seating**

Manufacturer: Metalco  
Model: Ideas L-T Benches  
Material / Colour: Corten Steel & Hardwood slats  
Multiple Configurations including with or without back.
Tree Grates

Street trees are to be located within generous tree grates along high traffic areas including Mountain Highway, Main Street and Crown Street. Other plaza, greenway and park conditions may warrant the use of tree grates.

The preferred standard is the 5' Boston manufactured by Urban Accessories. In all cases the centre expansion should be removed to provide a 2'6" opening to ensure unrestricted tree growth.

In heavy pedestrian use areas multiple tree grates can be combined to create linear elements highlighting the material and the prominence of the street trees in the urban environment.

In special locations tree grates may be designed a part of a public art process. Dimensions, material and finish should be consistent, while the design may be varied in unique circumstances.

Tree Grates
Manufacturer: Urban Accessories
Model: 5' Boston
Material / Colour: Ductile Iron
Raw finish

Examples of Custom Designs

Urban Accessories 5' Boston Standard
Stormwater Management

Innovative and visible stormwater management features should be integrated throughout the Town Centre; functioning to filter, infiltrate and convey surface runoff whenever possible. Establishing a consistent aesthetic for these systems will include treatments such as trench drains, that can be used in hardscape locations such as sidewalks and plazas.

Key opportunities for surface stormwater features are in the central open space corridor comprised of the Town Centre Plaza, Marie Place Park and the north-south green spine. Implementation of surface stormwater features along these corridors is 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 should be considered.

Trench Grates
Manufacturer: Urban Accessories
Model: Rainbow various lengths
Material / Colour: Ductile Iron
Raw finish
Bollards

Should there be a requirement for bollards within the town centre, Metalco Moka Bollard should be used. These corten steel bollards are simple, robust, but not visually overpowering in a pedestrian space. They should be used sparingly to demarcate necessary pedestrian spaces. A suitable alternative may be necessary where bollards are required to be removable.

Should ground level lighting be required along the green spine or within park locations, the Vision bollard by Metalco is the preferred option. This product is similar in shape and material while providing lighting options.

**Bollard**
- Manufacturer: Metalco
- Model: Moka Bollard
- Material / Colour: Corten Steel

**Lighted Bollard**
- Manufacturer: Metalco
- Model: Vision Bollard
- Material / Colour: Corten Steel
Flood Protection and Resilience

The Lynn Creek Town Centre is located at the alluvial fan of Lynn Creek and has been identified as a Creek Hazard Development Permit Area. Potential future changes to creek management could result in the need for dike work along the south east side of the creek. However, site development has a key role to play in addressing flood risk and building flood resilient communities.

The Creek Hazard DPA aims to:

- Minimize the risk to people and property from creek hazards
- Ensure development and construction near creeks is done safely
- Reduce the impacts of flooding in developed areas

To achieve these goals in the Lynn Creek Town Centre, minimum flood construction levels (FCL) have been established ensuring that floor levels are raised above street level to mitigate potential flood issues. The FCL established for the Lynn Creek Town Centre is 0.6m measured from the gutterline of the street. This FCL applies to all residential development to ensure that habitable space is adequately protected from possible flooding. Alternate flood construction methods for commercial areas are encouraged as outlined on pg. 79.

Residential Development

Flood construction levels apply across all residential development within the Flood Hazard DPA. Higher density residential development should utilize similar flood resilient construction methods to provide accessible grade change within the building entrances.

Townhouse and other street-fronting residential forms should integrate stairs and ramps to provide grade changes into the landscape component of the residential setback. Utilizing industrial materials and stair access points that create interest along the streetwall are encouraged.
Commercial Development

Commercial space along the High Street requires an alternate approach to flood resiliency. To mitigate universal accessibility issues, storefronts should be accessed at grade from the sidewalk. No exterior stairs should be included within the sidewalk or setback space along commercial frontages.

The minimum commercial setback identified in the OCP Schedule B guidelines may need to be increased in some instances to accommodate the grade change and to maintain adequate space for sidewalks, street furniture, and utilities, while providing meaningful circulation space.

Setbacks should be consistent with the cross sections provided in Section 4: Streets.

Grade change between the curb and building front should not exceed a 3% slope. The remainder of the 0.6m can be accounted for in the following ways:

- Raised internal development
- Flood resilient construction

Raised internal strategies will create a more desirable street condition with commercial display space and internal activity positioned closer to the pedestrian level. This supports a more active commercial frontage and builds a consistent neighbourhood character. To address flood resiliency stairs or ramps can be integrated inside the building. Large format retail units should utilize ramp systems whenever possible to mitigate accessibility issues.

Smaller commercial units should utilize flood resilient construction methods whenever possible to mitigate accessibility concerns. This strategy includes the use of robust materials such as concrete and steel and would place all damageable materials above the minimum FCL level. See the Flood Hazard DPA for requirements.

Example of flood resilient construction and raised internal development
Sustainable Development

The OCP and Schedule B and other relevant District policy govern green building and sustainable policies in the District.

This section of the Design Guidelines outlines additional sustainability design considerations for development on private property.

- New development should seek to manage and re-use stormwater on site to promote watershed health. Rainwater features should be located in visible locations and integrated with both landscape and architecture.

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

- Purposeful 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.

- New development should consider opportunities for urban agriculture through the provision of community garden plots, usable green roof area, and private yard space.
Form and Character

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 residential and industrial/commercial areas.

Design Principles

New development in the Lynn Creek Town Centre is encouraged to respond creatively to the context envisaged under the LLTC Implementation Plan while at the same time 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 Lynn Creek area and to propose design principles that reinforce this character. The character intended for Lynn Creek 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.

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.

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.

- Buildings should frame public streets and open spaces to create a sense of enclosure, street vitality, and safety.

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.

New buildings should acknowledge and respect the importance of allowing 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.
Urban Street Wall

Podium forms and street walls should maintain an appropriate pedestrian scale.

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.

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.

The edges of larger developments should be carefully considered to mediate differences in scale between multi-family buildings. Refer to OCP Schedule B Guideline A3.2 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.

Expanding on OCP Schedule B Guideline A1.11: Storefronts, 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).

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

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.

Buildings in the Town Centre Core should provide continuous weather protection to sidewalks along Mountain Highway.

Street wall with weather protection and visual interest
Refer to OCP Schedule B Guideline A3.12: Weather Protection.

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

Building edges that are adjacent to mews and pedestrian paths should be a minimum of 1.5m in width to allow for sufficient space to provide visual and spatial separation of private and public space.

Windows in walls facing the mews, including end walls, are encouraged, provided that potential overlook from passersby into residential units can be mitigated, e.g. with landscaped screening / window dressing. Terraced, landscaped, or architectural elements can be used to provide spatial separation from building faces to mews.

Building and architectural elements adjacent to pedestrian mews should be scaled to relate to pedestrians e.g. tall, blank building faces should be avoided.

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.
Variation in Building Design

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.

The modularity or "grain" expressed in the diagram below, should vary from one development to the next to reinforce a streetscape composition rather than modularity within an individual development in isolation.

Façade Modulation

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 dominant eave along the streetwall should also vary along its length (by 0.5m - 1.0m). This can minimize long monotonous lengths of building mass and provide greater clarity to building forms. The module created by these variations should generally 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.

Along some blocks within Lynn Creek, 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,"

Examples of unique building forms
Material Selection

The following building materials are recommended to create a distinct look and feel for Lynn Creek Town Centre.

- 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.

- 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.

- 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.

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

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

- 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.

- 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.
Residential Areas

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.

The intent for general form and massing of residential buildings in Lynn Creek Town Centre is to take on the same modularity characteristics as streetwalls associated within the Town Centre core (described on pg. 87), but with a more residential focus. Contemporary expression, the use of durable and varied materials, the grain, module, and the breadth of building face on the streetscape one intended to be consistent throughout the Town Centre, 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.

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 as well as flood construction requirements.

Redevelopment is encouraged to occur on minimum lot assemblies of approximately 1500 square metres (approximately 4-5 residential parcels).
Industrial and Commercial Areas

Industrial and commercial areas in the Lynn Creek Town Centre are not anticipated to see much renewal and change to 2030. For new development that may occur, a key objective is to encourage new buildings to contribute in a simple manner to the intended contemporary character of basic forms with varying heights and setbacks.

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 Lynn Creek Town Centre.

Main Street will remain as a destination retail area, but with more refined design elements that contribute to the above character.

The design of new buildings in industrial and commercial areas should express simple box-like patterns or 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.

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 sealing, large openings in building fronts, clear signage, and other visual or physical amenities.

Residential use 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.
NOTES:

1. All units in metric (mm, kg) unless otherwise stated.
2. Stamped base plate "NP YY" (YY = year)
3. Steel Silicon content
   - Shaft: S ≤ 0.04%
   - Parts: S ≤ 0.04% or 0.18% < S ≤ 0.22%
4. Welding: CSA W56, W47.1

NOVA POLE

The District Of North Vancouver
30' Single Upper Street Light and Single Lower Ped Light
Type 1 - 5 9/16" Round

Specifications:

<table>
<thead>
<tr>
<th>Part #</th>
<th>Qty</th>
<th>Rev</th>
</tr>
</thead>
<tbody>
<tr>
<td>139-65-3CR301-F</td>
<td>1</td>
<td>A</td>
</tr>
</tbody>
</table>
NOTES:
1. All units in metric (mm, kg) unless otherwise stated
2. Stamp base plate ‘NP YY’ (YY=year)
3. Steel Silicon content:
   - S ≤ 0.04%
   - P ≤ 0.04% or 0.15% ≤ S < 0.22%
4. Welding: CSA W59, W47.1

The District Of North Vancouver
30'-Single Upper Street Light
Type 6 - 5 9/16" Round
NOTES:
1. All units in metric (mm, kg) unless otherwise stated
2. Stamp base plate "NP YY" (YY=year)
3. Steel silicon content:
   - Shaft Si < 0.04%
   - Parts Si < 0.04% or 0.15% < Si < 0.22%
4. Welding: CSA W59. W47.1
Alfredo Tasca

Ideas L-T

benches

Available in the following materials and sizes:

Acciaio Corten / Corten Steel
Aco Corten / Corten Stahl
Acier Galvanisé et Thermolaqué / Acero Galvanizado y Barnizado
Aco Galvanizado e Pintado / Stahl, Verzinkt und Pulverbeschichtet
Legno / Wood
Bois / Madera
Madeira / Holz

See drawings on page 697

Fixaggi / Fixings / Fixations / Fijaciones / Befestigungen:
Pre-Drilled holes for anchors
Predisposizioni per fori / Pre-drilled for anchors
Prensa-funcion para tornillos / Mit Bohrungen für Verankerung
Moka bollards

Disponibile nei seguenti materiali e dimensioni:
Available in the following materials and sizes:
Disponible dans les dimensions et matériaux suivants:
Disponible en los siguientes materiales y tamaños:
Erhältlich in den folgenden Materialien und Größen:

- Acciaio Zinato e Verniciato / Galvanized and Powder Coated Steel
- Acier Galvanisé et Thermolaqué / Acero Galvanizado y Barnizado
- Acero Galvanizado e Pintado / Stahl, Verzinkt und Pulverbeschichtet

- Acciaio Corten / Corten Steel
- Acier Corten / Acero Corten
- Aço Corten / Corten-Stahl

- Acciaio Inox / Stainless Steel
- Acier Inox / Acero Inox
- Aço Inox / Edelstahl

250 (80X80) mm
H 1004 mm

Disegni / Drawings / Plans / Dibujos / Desenhos / Zeichnungen / p. 709

Fixaggio: Fixings / Fixation / Fijación / Fixação / Befestigung
Predisposizione per tasselli - Cementazione
Pre-drilled for anchors - Below ground installation
Réservation chevilles - Scellement
Predisposición para tacos - Cimentación
Preparação para buchas - Cimentação
Mit Bohrungen für Verschraubung - Zementierung
Vision bollards

Available in the following materials and sizes:

Disponibile nei seguenti materiali e dimensioni:

Disponible dans les dimensions et matériaux suivants:

Disponible en los siguientes materiales y tamaños:

Disponível nos seguintes materiais e tamanhos:

Erhältlich in den folgenden Materialien und Größen:

Acciaio Zincato e Verniciato / Galvanized and Powder Coated Steel
Acier Galvanisé et Thermolaqué / Acero Galvanizado y Barnizado
Aço Galvanizado e Pintado / Stahl, Verzinkt und Pulverbeschichtet

Acciaio Corten / Corten Steel
Acier Corten / Acero Corten
Aço Corten / Corten-Stahl

Acciaio Inox / Stainless Steel
Aço Inox / Acero Inox
Acero Inox / Edelstahl

300 x 300 (200x200) x H 1000 mm
200 x 300 (100x200) x H 1000 mm

Fissaggi / Fixings / Fixation / Fijación / Fixação / Befestigung:

Pre-drilled for anchors - Below ground installation

Réservation chevilles - Scellement

Preparação para tacos - Cimentação

Mit Bohrungen für Verschraubung - Zementierung
SPECIFICATIONS
- Material will be high quality 100% recycled grey iron; ASTM A48 class 35B or better; hardness 170-223 Brinnell (unless specified otherwise; see below).
  - Grey iron ASTM A48 (standard)
  - Aluminum, ASTM B26
  - Ductile iron, required for all load ratings higher than pedestrian
  - Nickel bronze (ASTM B30)
  - Bronze (ASTM B26)
- Finish will be natural patina of raw iron (unless specified otherwise; see below).
  - Raw (standard)
  - Rust conditioner
  - Polyester Powder Coat*
  - Liquid Coat (wet paint)*
  - Brush (bronze/nickel/aluminum only)
  - Polish (bronze/nickel/aluminum only)
  - Galvanized (grey iron and ductile iron only)
  - Other:

- Dimensions are nominal.

Notes:
1) Cast in four pieces.
2) Grate is 1 ½” thick at edge.
3) Center opening expansion at 2-½”.
4) No openings greater than ½”, in conformance with ADA Accessibility Guidelines.
5) Grate weighs 476 lbs.

Comments:

Tree Grate
5' Sq. Boston
SPECIFICATIONS
- Material will be high quality 100% recycled grey iron; ASTM A48 class 35B or better; hardness 170-223 brinnell (unless specified otherwise; see below).

  Material:
  - Grey iron ASTM A48 (standard)
  - Aluminum, ASTM B26
  - Ductile iron, (required for all load ratings higher than pedestrian) ASTM A536 class 65-45-12.
  - Nickel bronze (ASTM B30)
  - Bronze (ASTM B26)

- Finish will be natural patina of raw iron (unless specified otherwise; see below).

  Finish:
  - Raw (standard)
  - Rust conditioner
  - Polyester Powder Coat*
  - Liquid Coat (wet paint)*
  - Color:
    - *Please specify standard UA color or mfr. name and color code.
  - Brush (bronze/nickel/aluminum only)
  - Polish (bronze/nickel/aluminum only)
  - Galvanized (grey iron and ductile iron only)

- Dimensions are nominal.

Notes:
1) Grate is 3/8" thick at edge.
2) No openings greater than 3 1/2", in conformance with ADA Accessibility Guidelines.
3) By default, the last grate in a trench drain will be sheared to meet a drain length specified at the time of order. Alternately, the trench drain length may be adjusted to the nearest whole grate (tolerances in the grate size WILL compound across the overall run). Please provide instructions in the comments section below.
4) 20.5 sq. in. open area per grate.
5) Grate weighs 10 lbs.

Comments:

Trench Grate
4" x 18" Rainbow

Page 1 of 1 Date: 5/30/12

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A. Introduction

Local context
Lower Lynn is one of four key designated centres in the Official Community Plan’s (OCP) Network of Centres. Centrally located within the District of North Vancouver (District) at the Second Narrows bridgehead and connected to Lower Lonsdale via Main Street/Low Level Road, Lower Lynn has good access to Phibbs Exchange and frequent transit, significant parks and natural amenities, employment lands and regional commercial along Main Street.

Redevelopment of the existing residential areas provides an opportunity to protect employment lands, to rejuvenate the residential areas through quality urban design and place making, to increase connectivity between neighbourhoods that have been isolated by the TransCanada Highway, and to establish a central community “heart” or focal point that serves as a hub for community services and facilities.

Revitalization of the Lower Lynn Town Centre including a range of new multi-family housing and affordability options will make it easier for local businesses to attract and retain new employees. In addition, young working adults (20-40 year olds) and their families, seniors looking to downsize and first time home buyers from the North Shore and elsewhere, are anticipated to move here to take advantage of new housing options, jobs, ready access to transit, parks, trails and other amenities.

This Lower Lynn Town Centre Implementation Plan responds to the Official Community Plan policies and direction identifying the need for a detailed implementation plan and design guidelines to inform redevelopment of this area in a manner that is consistent with the community’s vision for this centre. The Lower Lynn Town Centre Implementation Plan also provides policy direction to guide growth and change in the Lower Lynn Town Centre to 2030. Recognizing that it may take 20 years or more for the area to be fully redeveloped, the plan allows for incremental change over time so that areas outside of the core area can continue to function as they do now until such time as they are ready for change.

Vision for the Lower Lynn Town Centre
The Official Community Plan vision for the Lower Lynn Town Centre, developed in consultation with the local community is:

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

Implementation Planning and Engagement Process
Following adoption of the Official Community Plan (2011), implementation planning work on the Lower Lynn Town Centre involved: undertaking a series of technical transportation and economic analyses, conducting public and stakeholder consultation, and establishing planning principles and a detailed Concept Plan as a basis for the Lower Lynn Town Centre Implementation Plan policies and Design Guidelines.
Public engagement on the Lower Lynn Town Centre has been ongoing since 2008 and has occurred at every major milestone in the implementation planning process. Engagement has involved community and stakeholder workshops, open houses, focus group meetings, drop-in sessions, and community display booths that have enabled the community to be active participants in shaping the vision, concept plan and implementation policies for this Town Centre.

**LLTC IMPLEMENTATION ENGAGEMENT PROCESS**

- LLTC public information meeting
- Focus group meeting - key issues, vision, preliminary design considerations
- Series of public and stakeholder meetings through the OCP review process and development of Network of Centres
- Open House on LLTC implementation Plan principles and framework
- Community display booths
- Public and stakeholder Open Houses on Draft LLTC Implementation Plan and Design Guideline elements

Figure 2. Lower Lynn Town Centre implementation planning and engagement process

As a pilot project, the District of North Vancouver has worked closely with Vancouver Coastal Health (VCH) on this and other designated centres to promote community health through healthy built environments and active living. VCH has played an important role in the Lower Lynn Town Centre implementation planning process, building awareness and providing a strong voice for proactive measures to promote community health.

**How to use this document and relationship to the Official Community Plan**

This Lower Lynn Town Centre Implementation Plan represents a long-term vision to 2030 to guide future redevelopment, growth and changes to this area. This document is intended to be used in conjunction with the Official Community Plan (OCP). The OCP land use designations and Town Centre policies (Schedule A of the OCP) lay the foundation and policy directions for the Lower Lynn Town Centre. Guided by and consistent with the OCP, this Implementation Plan provides more detailed policies and implementation actions to guide redevelopment of this Town Centre in accordance with the OCP. In the event that there is any inconsistency between this Implementation Plan and the OCP, the OCP governs.

The general, District-wide Development Permit Area Guidelines found in Schedule B of the OCP apply to redevelopment in this area, as do the supplemental Design Guidelines specific to the Lower Lynn Town Centre. The latter Design Guidelines outline specific form and character and streetscape design elements needed to help shape the unique character and identity of the Town Centre.
Realizing a Sustainable Implementation Plan

Lower Lynn Town Centre has the potential to become one of the most sustainable communities in the District of North Vancouver.

Building on the vision of the Official Community Plan (OCP) as an Integrated Sustainable Community Plan, this Implementation Plan guides the redevelopment of the Lower Lynn Town Centre towards social, economic and environmental sustainability by:

- directing new growth in a frequent transit development area (FTDA) that is well served by transit;
- integrating a range of housing choices, community facilities and services to promote social interaction and demographic mix;
- encouraging economic development through the protection of light industrial lands, expansion and renewal of commercial uses;
- providing new park space and promoting environmental protection, watershed enhancement, green infrastructure, energy and water conservation.

This Implementation Plan also provides recommendations for monitoring progress towards overall Plan objectives and OCP targets.

B. Planning for a Mixed Use Town Centre

Establishment of a mixed use centre with easy and enjoyable walking access to retail, community facilities and services, and jobs is an important first step towards creating a very liveable, healthy and vibrant community for current and future residents and businesses. The community's vision for this Town Centre is illustrated by means of a Concept Plan (Figure 3) and supported by land use and other policies in this Implementation Plan. Both conceptual and land use planning for this mixed use Town Centre have been shaped by extensive community and stakeholder input.

Concept Planning Principles

The following planning principles, established in consultation with stakeholders and the public, were used to guide the development of the Lower Lynn Town Centre Concept Plan and the framework for this Implementation Plan.

Create a new Town Centre for Lower Lynn that:

Mixed Use

- Integrates multi-family residential, retail, light industrial and park uses into a revitalized, complete, transit oriented community.
- Provides a community focal point including a mixed use community "heart" with a "high street" on Mountain Highway between Crown and Hunter Streets.
- Encourages economic development through the protection and intensification of light industrial uses, and modest expansion of local serving commercial uses.

Multi-Modal Transportation Network

- Strengthens community connectivity through a network of safe and accessible pedestrian and cycling routes including a central "green spine".
- Supports and facilitates access to the frequent transit network.
- Redirects east-west local District traffic via the East Keith Road extension.
Housing Choices
- Revitalizes the residential neighbourhood and encourages innovative housing forms close to employment, transit, retail and community services.
- Facilitates a mix of housing types and tenures to accommodate people of all ages, abilities and incomes for the next 20 years.

Public Realm and Community Amenities
- Establishes a unique community identity and sense of place referencing nature, outdoor recreation and elements of the industrial character.
- Enhances livability and social well-being through provision of engaging public spaces, new neighbourhood parks and urban plazas, and a range of community services.
- Promotes public safety and security through streetscape and urban design.

Environmental Protection and Green Infrastructure
- Protects and enhances the Lynn Creek corridor and encourages a healthy urban forest canopy.
- Promotes green infrastructure, rainwater management best practices, water and energy conservation, and alternative energy solutions towards a more sustainable community.

Concept Plan for Lower Lynn Town Centre
The District’s Official Community Plan (OCP) land use map forms the foundation for the Lower Lynn Town Centre Concept Plan. The Concept Plan (Figure 3) has also been informed by community input, economic and transportation analysis, and the concept planning principles specific to the Lower Lynn Town Centre.

Under the Concept Plan, the most significant change is proposed for existing residential areas east of Mountain Highway. Existing employment lands west of Mountain Highway will retain their current uses with the ability to redevelop and intensify light industrial uses in a manner that is consistent with the Zoning Bylaw and the OCP.

Note that while it provides greater detail and finer grain of planning than the OCP land use map, the Concept Plan illustrates one possible way in which redevelopment may occur in the future according to the land uses and densities provided in the OCP.

The actual location, built form and height of buildings will be determined at the time of redevelopment through applicable development application and review processes. The Concept Plan also assumes that some site assemblies may be needed to achieve the Plan vision and the densities in the OCP.
Area for further planning and review with consideration of new Highway interchange design

Figure 3. Lower Lynn Town Centre Concept Plan
Illustrative Character Sketches of the Lower Lynn Town Centre

Figure 4a. Seylynn Park and Potential Community Facility
This sketch shows a potential new community facility (pending results of a needs assessment) with residential development on Hunter Street and directly facing Seylynn Park. Hunter Street is proposed to include a greenway leading to the pedestrian/cycling bridge across Lynn Creek.

Figure 4b. The Lower Lynn Town Centre “Heart” Views looking north-west across the central plaza towards Mountain Highway and Seylynn Park. The central plaza is wrapped by at grade retail with café seating, displays and weather protection which together with public art, pavement treatment, landscaping and water features create an inviting and animated public realm space. Above grade residential with articulated facades, balconies and green roofs, takes advantage of views to Seylynn Park and the local mountains as well as easy walking access to community amenities, services and transit.

Figure 4c. Crown Street Views along Crown Street looking east towards Orwell Street. Crown Street is proposed to become an important link in the Spirit Trail route connecting pedestrians and cyclists via a new bridge across Lynn Creek and to the Park and Tilford shopping area. A mix of low and mid-rise apartments and ground oriented housing with street level entrances, landscaped front yards and street trees enrich the character of this residential neighbourhood.

Figure 4d. Oxford Street This sketch shows a new pedestrian/cycle greenway along the north side of Oxford Street connecting to Phibbs Exchange. Low profile landscaping, rain gardens, smooth rock infill areas, street furniture and lighting provide a safe and enjoyable route for pedestrians and cyclists to the transit hub. Low rise apartments and ground-oriented housing, street trees and underground parking add to the neighbourhood experience.
Land use and density

Land use designations are used to identify the future land uses applicable to an area. Land uses in the Lower Lynn Town Centre encourage building typologies and densities to establish a vibrant higher density, mixed used town centre, close to transit, that protects employment lands and integrates parks, open space and community amenities.

Policies:
1. Encourage new redevelopment in the Lower Lynn Town Centre that is consistent with the Official Community Plan land use map and land use designations for this area (Figure 6 and Table 1).
2. Support light industrial uses and encourage intensification of these uses on existing employment lands.
3. Facilitate the establishment of diverse housing forms consistent with OCP land use designations.
4. Maintain the destination/regional commercial character of Main Street and focus new local commercial floorspace and services in the Town Centre "heart".
5. Consider opportunities for a new office building with retail at grade at the southwest corner of Mountain Highway and Crown Street, and choice of use (industrial or commercial) for the Mountain Highway frontages immediately north and south of Rupert Street as shown in the Concept Plan.
6. Minimize potential conflicts between different adjacent land uses through urban design, buffering and edge treatments.
7. 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.
8. Introduce institutional (public assembly) land uses to accommodate a new community recreation facility in the Town Centre core.
9. Retain and expand parks, open space and green spaces to enhance community liveability and to create a vibrant public realm.
10. Encourage an appropriate minimum site assembly size (approximately 4-5 smaller residential lots) for redevelopment in order to achieve the Concept Plan and the land uses and densities in the Official Community Plan.
11. Ensure that new developments demonstrate ability to achieve the overall objectives of the Lower Lynn Town Centre Plan and the Official Community Plan in order to be eligible for the density shown in the applicable land use designation.
12. Discourage proposed development configurations that may result in remainders of land that are uneconomic to development for the uses intended in the Land Use Map (Figure 6).

Figure 5. Illustrative sketch of the Lower Lynn Town Centre looking south-east across Mountain Highway towards the central plaza.
Land use designations and applicable densities for the Town Centre (shown below) are articulated in the OCP and form the foundation for the Lower Lynn Town Centre Implementation Plan. Floor space ratio, as referenced below, means generally the ratio of the gross floor area of a proposed development over the gross area of the lot or lots upon which the development is located.

**Residential Level 5 Low Density Apartment**: Areas designated for low density apartment are intended predominantly for multifamily housing in centres and corridors up to approximately 1.75 FSR. Development in this designation will typically be expressed in low rise apartments, but may include some townhouses. Some commercial use may be permitted at grade.

**Residential Level 6 Medium Density Apartment**: Areas designated for medium density apartment are intended predominantly to provide increased multifamily housing up to approximately 2.50 FSR at strategic locations in centres and corridors. Development in this designation will typically be expressed in medium rise apartments. Some commercial use may also be permitted in this designation.

**Commercial**: Areas designated for commercial are intended predominantly for a variety of commercial and service type uses, where residential uses are not generally permitted. Development in this designation is permitted up to approximately 1.0 FSR.

**Commercial Residential Mixed Use Level 1**: Areas designated for commercial residential mixed use level 1 are intended predominantly for general commercial purposes, such as retail, service and offices throughout the District. Residential uses above commercial uses at street level are generally encouraged. Development in this designation is permitted up to approximately 1.75 FSR.

**Commercial Residential Mixed Use Level 3**: Areas designated for commercial residential mixed use level 3 are intended predominantly to provide for high density uses up to approximately 3.50 FSR at limited appropriate sites in the District's Centres. Development in this designation may include residential or commercial uses which encompass retail, office and service uses, or a mix of these residential and commercial uses.

**Light Industrial Commercial**: Areas designated for light industrial commercial are intended predominantly for a mix of industrial, warehouse, office, service, utility and business park type uses. Supportive uses including limited retail and limited residential uses may be permitted.

**Parks, Open Space, and Natural Areas**: Areas designated for parks, open space and natural areas are intended for a range of public and private uses focussed principally on the protection and preservation of ecologically important habitat areas, the regional drinking water supply, or the provision of diverse parks, outdoor recreational, or tourism opportunities.

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**Table 1. Land use designations for Lower Lynn Town Centre (from the OCP).**
Area for further planning and review with consideration of new Highway interchange design.

Fig 6. Lower Lynn Town Centre Land Use Map

- Encourage consideration of an office building at this location.
- Lands potentially impacted by future road improvements.
Community Identity and Urban Design

Building on its existing setting, contextual patterns, climate and history and looking forward to what this area could become; redevelopment of the Lower Lynn Town Centre will create a unique community character and identity for this area that is both distinct from other town and village centres and will help to foster community connection and sense of place or belonging. The Lower Lynn Town Centre Design Guidelines provide detailed direction for streetscape and urban design and for the expression of community identity and character. General design objectives and policies are provided below.

Policies:
1. Promote a high quality attractive built environment that reflects the role of this community as a gateway to the District of North Vancouver.
2. Encourage and promote new development within the Lower Lynn Town Centre that:
   i. follows urban design principles that are consistent with the Form and Character Design Guidelines in the OCP and the Lower Lynn Town Centre Design Guidelines; and
   ii. contributes towards the creation of a unique community character and identity for the Lower Lynn Town Centre through site planning, streetscape and urban design, landscaping, public art and other measures as appropriate.
3. Encourage application of the Lower Lynn Town Centre Design Guidelines in a manner that promotes design continuity, while still enabling individual expression on a particular development site.
4. Encourage and promote new development and appropriate landscaping that complements and reinforces the character and roles of the different streets, neighbourhoods and open spaces in the community.
5. Undertake a review of street names (Mountain Highway, proposed new streets), place names (Town Centre itself), parks and other community facility names to identify new names, as needed, that are in keeping with the identity and character of this area and that help to establish unique sense of place.
6. Recognize that the Design Guidelines may be supplemented, from time to time, to provide further clarity and direction to inform the urban character and streetscape design.

Building Form and Height

The Concept Plan outlines the approximate type and location of potential future buildings in the Lower Lynn Town Centre. Additional general directions related to building siting and elevation are included in the policies below and are addressed more comprehensively in the Design Guidelines and will be refined through the development application review process.

Policies:
1. Require new development to consider public and private access to views and sunlight and request view and shadow analyses with development applications, as appropriate.
2. Employ sensitive urban design and variation in heights to transition sensitively outwards from the Town Centre heart.
3. Encourage smaller tower floor plates to establish leaner buildings and to maximize open space.
4. Encourage new development that is respectful of adjacent current and future built forms and presents an appropriate relationship in scale and form to adjacent land uses.
Figure 6. Illustrative sketch of approximate building heights along Mountain Highway between Seylynn Village and Crown Street. All building heights and locations are approximate.

Figure 7. Approximate stepping and variation in building heights per the Lower Lynn Town Centre Concept Plan. All building locations and heights are approximate.
C. Housing Choices
Access to jobs, natural and recreational amenities, and transit, will attract North Shore and other residents to this scenic community. These future residents are anticipated to include young working adults, first time home buyers, young families, and seniors looking to downsize. Housing policies in this section aim to establish a mix of housing types and affordability to meet the expected housing needs of residents for the next 20 years, and contribute towards achieving overall housing objectives for the District as a whole. Redevelopment according to the land uses and densities in the Official Community Plan is anticipated to contribute an estimated 3,000 new housing units in the Lower Lynn Town Centre.

Housing Diversity
Proactive planning and policies are needed to ensure the establishment of housing choice and diversity in response to current housing gaps and future population needs that might not otherwise be addressed through market considerations alone. This section of the implementation plan outlines key policies to establish housing diversity through the supply of different forms of tenure (ownership and rental), different sizes of units (to accommodate different family needs), housing innovation and adaptable design measures.

Policies:
1. Encourage and promote a range of housing options to meet the current and anticipated needs of the community over the next 20 years.
2. Through redevelopment, encourage a diversity of multi-family housing choices including high rise, midrise and low rise apartments, as well as ground oriented housing (e.g. townhouses and rowhouses) in the Town Centre in keeping with the OCP land use designations.
3. Consider opportunities for new and evolving housing forms including, but not limited to, restricted resale/ownership, fee simple row-housing, and co-housing.
4. Encourage a range of tenure options including home ownership and rental (purpose built rental, strata rental) in an integrated manner for all new development.
5. Recognizing that owned strata units will provide the majority of rental housing opportunities in the future, consider the establishment of purpose-built rental buildings, where appropriate, to provide further opportunities for rental units.
6. Apply policy and other tools to support the ongoing ability of future owners to rent their strata unit(s) without being restricted by strata council regulations.
7. Encourage new residential development to provide a mix of unit sizes (bachelor, 1-bedroom, 2-bedroom and 3-bedroom units) throughout the building, as appropriate, to accommodate different household needs and sizes.
8. Encourage the development of flexible residential spaces (lock-off units, secondary suites where feasible) that can be adapted to changing family needs and/or act as a mortgage helper.

9. Encourage, and where appropriate, require that new residential buildings provide adaptable design measures, per established District guidelines, to accommodate the needs of people with disabilities and/or to serve the needs of elderly residents.

10. Encourage development of housing for seniors in the Town Centre, where appropriate.

11. Encourage, and where appropriate, require safe useable outdoor play spaces in new multi-family residential developments.

12. Encourage consideration of providing onsite private amenities with larger residential developments.

13. Encourage new residential development to incorporate lifestyle support features, secure storage for oversize sports equipment, parking for bicycles and scooters, artist/workshop space and dog walking space, as appropriate.

### Housing Affordability

In a regional context of high property values, providing some measure of housing affordability has been and remains an important objective for the District. Affordability, used here, refers to low end of market, reduced market and non-market housing needed to house mid to low income groups. Redevelopment of the Lower Lynn Town Centre according to the land uses and densities in the OCP provides opportunities for establishing a portion of below market housing units through the redevelopment process and limited non-market units through partnerships with other agencies.

**Policies:**

1. Encourage the delivery of a range of affordable housing options to accommodate moderate to lower household incomes.

2. Where feasible and appropriate, seek to increase the supply of affordable housing units in new multi-family developments by encouraging, but not limited to:
   - inclusion of a portion of affordable rental, price controlled/restricted ownership units, or non-market units as part of the project,
   - provision of land dedicated for affordable housing, or
   - provision of a cash-in-lieu contribution to a housing opportunities fund for establishing new affordable units.

3. Encourage, and where appropriate, require proportions of affordable units that reflect the same mix and range of unit sizes (bachelor, 1-bedroom, 2-bedroom and 3-bedroom units) as per the market residential housing component of development projects.

4. Enable, where appropriate, a portion of new market apartments to be built as smaller units (of approximately 400ft²) as an affordable market housing option.

5. Encourage the integration of affordable units into market residential projects.

6. Apply established design guidelines to achieve a portion of affordable units with adaptable design measures.

7. Pursue opportunities to reduce parking standards for affordable housing projects in the Town Centre.

8. Consider exempting affordable units from payment of Development Cost Charges.

9. Work with developers, senior governments, non-profit societies and other community partners to facilitate the provision of non-market residential units including supportive, transitional and low-income housing for residents with special needs.

10. Consider leveraging a portion of District-owned lands within the Town Centre to contribute towards non-market housing.
D. Economic Vitality
With redevelopment, the Lower Lynn Town Centre will have perhaps the greatest diversity of land uses of all the town and village centres in the District. Careful site planning, design and revitalization of these uses over time, will create a very unique, vibrant and thriving community. Light industrial and commercial areas provide important local employment opportunities and help sustain local and regional economies. Under the OCP, redevelopment of the Lower Lynn Town Centre is anticipated to provide approximately 120,000ft² of new locally serving retail space and approximately 40 – 50,000ft² of new office space.

Commercial Uses
Commercial uses in the Town Centre include both local serving retail along Mountain Highway, and regional/destination retail along Main Street. Besides providing local access to goods and services, these services play a vital role in animating public spaces and providing entry level employment.

Policies:
1. Encourage and integrate local commercial uses, including a new grocery store, in the Town Centre to allow local access to retail services.
2. Establish Mountain Highway as the retail “high street” in the Town Centre.
3. Retain the regional destination retail character of Main Street.
4. Ensure that buildings surrounding the central gathering and other plaza spaces contribute to the activation and programming of these spaces.
5. Ensure that commercial frontages along Mountain Highway provide physical and visual permeability to create a strong connection between the street and the retail services.
6. Encourage local serving office uses and home-based businesses in the Town Centre, as appropriate.
7. Encourage the establishment of a Lower Lynn Town Centre business association to help market the area to attract local customers.
8. Facilitate programs to attract and encourage businesses that have ecologically responsible operational practices and that support sustainable lifestyles and business practices.

Industrial Uses
Employment lands including light industrial areas (located within Lower Lynn Town Centre) and heavy industrial/port lands (to the south of Lower Lynn Town Centre) play an important role in the economy of the region and are also an important source of jobs for current and future residents of the Lower Lynn Town Centre community. Policies in this section seek to protect these employment lands and encourage intensification of these uses according to the OCP.

Policies:
1. Protect employment lands and encourage various measures to minimize potential impacts to surrounding land uses.
2. Support industrial infill development and the redevelopment of underutilized sites on employment lands.
3. Support measures to upgrade and improve the appearance and quality of industrial areas.
4. Review the Zoning Bylaw regulations to facilitate intensification of light industrial uses and consult with the business community through this process.
5. Consider opportunities for live work in the choice of use areas on Mountain Highway as shown in the Concept Plan (Figure 3).
6. Celebrate the industrial character of the area and reference through streetscape, public realm and form and character design as guided by the Lower Lynn Town Centre Design Guidelines.
7. Direct major retail uses to Main Street and Mountain Highway, as appropriate.
E. Transportation System

The Lower Lynn Town Centre's central location in the District near the foot of the Ironworker's Memorial Second Narrows Bridge, port-related activities and Phibbs Exchange, make this area a hub of transportation activity for buses, local and regional traffic, trains, trucks, cyclists and pedestrians. Existing transportation infrastructure (Highway 1, railway lines, Main Street) has influenced adjacent land uses and, in some cases, created physical barriers to neighbourhood connectivity. Transportation improvements guided by this Implementation Plan promote an efficient multi-modal transportation network and enhanced community connection.

Road Network

The Lower Lynn Town Centre is fortunate to have a pre-existing fine-grained street grid. Road network policies in this implementation plan aim to reinforce and enhance this existing street grid through redevelopment, as well as improve the efficiency of traffic movements, circulation and connectivity.

Policies:
1. Enhance the Lower Lynn Town Centre street network as outlined in the Road Network Concept Map (Figure 9).
2. Establish a new East Keith Road extension north of Seylynn Village to facilitate local east-west traffic, to support the flow of regional traffic and to remove this thru traffic from the core of the Lower Lynn Town Centre.
3. Following the establishment of the East Keith Road extension, enable the downgrading of Fern Street into a local, no-through street that facilitates neighbourhood connection of Seylynn Village to the rest of the Lower Lynn community.
4. Reconfigure Mountain Highway to facilitate efficient multi-modal movements, bus pullouts, turning bays and on-street parking, as appropriate (Figure 10).
5. Replace the Keith Road Bridge.
6. Facilitate the development of commercial services lanes on either side of Mountain Highway in the vicinity of the Town Centre "heart" to enable service vehicle access and to improve circulation around the commercial core.
7. Install signalized intersections and enhanced signal timing to improve vehicular movements and enable safe pedestrian crossings.
8. Extend Orwell Street south to Oxford Street.
9. Establish Hunter Street, west of Mountain Highway as a greenway to support east-west pedestrian and cycling connections to the Town Centre and to Seylynn and Bridgman Parks.

10. Encourage siting of new buildings and structures to accommodate street widening to facilitate anticipated pedestrian, bike and vehicular movements.

11. As redevelopment occurs, explore opportunities for right-of-way improvements to assist in achieving multi-modal transportation objectives.

12. Consider opportunities to close some existing lanes entering from the west side of Mountain Highway where safety benefits are demonstrated.

13. Encourage access to off-street parking and loading areas from commercial service lanes rather than from Mountain Highway.

14. Consider the use of transportation demand management (TDM) measures to encourage efficient use of existing infrastructure and to encourage alternative forms of transportation (transit, cycling, walking).

15. Refer to the Lower Lynn Town Centre Design Guidelines for street sections and streetscape design.

16. Integrate transportation measures per the District’s Transportation Plan with redevelopment in the Lower Lynn Town Centre, as applicable.

17. Continue to work with the British Columbia Ministry of Transportation and Infrastructure and other agencies, as relevant, towards options for Highway 1 improvements that benefit the Lower Lynn Town Centre and the District overall.

Transit

Lower Lynn is a designated Frequent Transit Development Area. Residents of Lower Lynn will enjoy some of the best transit service in the region with 30-minute or less travel time to most of the region’s jobs. A number of different bus routes make stops along Mountain Highway at 15 minute intervals providing efficient, direct transit service to Vancouver and the SeaBus and enabling residents and workers in the Lower Lynn Town Centre to access frequent transit right outside their front door.

Policies:

1. Support and design for frequent transit bus service on Mountain Highway, Main Street and Oxford Street.

2. Integrate transit priority lanes to support frequent transit services and access to Phibbs Exchange.

3. Work with the regional transportation authority to accommodate future transit facility improvements and redesign of Phibbs Exchange including park-and-ride facilities and improved bus access routing.
4. Ensure that the redesign of Phibbs Exchange addresses pedestrian and public safety, reflects the quality design features and character of the Town Centre, and works to integrate this transit facility more fully with the Lower Lynn Town Centre community.

5. Enhance the pedestrian and cycling network to and from Phibbs Exchange as per Figure 11.

6. Encourage the regional transit authority to continue to provide services for bikes and bike storage facilities at transit hubs.

7. Encourage transit ridership through various transportation demand management measures including but not limited to: reduced parking requirements for new development, and enhancing the cycling and pedestrian network.

Figure 11. Transit Network Map for Lower Lynn Town Centre

Walking and Cycling

Communities that promote "active living", including walking and cycling to nearby community services and amenities, benefit from improvements in overall community health, safety and liveability. The revitalized Town Centre will build on and strengthen the existing fabric of access routes and trails in the community, to provide multiple opportunities for walking and cycling. Key implementation priorities for the Lower Lynn Town Centre include trail enhancements to improve pedestrian and cyclist safety and to improve connections to key destinations including the Lynn Creek park and trail system, Park and Tilford, Lynnmour Elementary School, Capilano University, Phibbs Exchange and the Ironworkers Memorial Second Narrows Crossing.

Policies:

1. Promote active forms of transportation and community health through the establishment of an integrated pedestrian and cycle network (as shown in Figure 12).
2. Create comfortable walking environments on all streets, and provide a generous sidewalk width along Mountain Highway in the Town Centre heart to accommodate side-by-side walking, store front viewing, street trees and street furniture.

3. Establish a series of marked pedestrian crossings along Mountain Highway to facilitate safe pedestrian movements.

4. Establish Crown, Orwell and Hunter Streets as important walking and cycling greenways.

5. Establish a wide pedestrian pathway along the north side of Oxford Street linking the Town Centre to the Phibbs Exchange transit hub (see Figure 4d).

6. Establish a linear "green spine" or publically-accessible pedestrian trail that connects neighbourhoods through the Town Centre area from Marie Place Park to Oxford Street and provides clear views to the North Shore Mountains.

7. Establish Crown Street as a key link in the Spirit Trail network complete with bike/pedestrian facilities and work with the City of North Vancouver, senior governments and the Squamish Nation to establish a bike/pedestrian crossing over Lynn Creek (west end of Crown) and over Highway 1 in the long-term.

8. Undertake improvements to enhance the Lynn Creek trail system, including beneath the East Keith Road and Highway 1 bridges to improve pedestrian and cycle access northbound to Lymour Inter River and southbound to the Town Centre core and Phibbs Exchange.


10. Pursue the establishment of mid-block breaks especially through large blocks east and west of Harbour Avenue to facilitate pedestrian access.

11. Consider the use of a comprehensive set of measures to improve cycling safety on all urban streets in the Lower Lynn Town Centre.

12. Address issues of pedestrian and cycling safety along Main Street and to the Ironworkers Memorial Second Narrows Crossing and where road widths allow, facilitate the establishment of a separated sidewalk and landscaped buffer along Main Street.

13. Encourage new development to provide for cycling facilities including bike racks and end of trip facilities.

14. Develop way-finding measures and signage to direct pedestrians and cyclists to the community heart and other key destinations.

15. Encourage the implementation of other District-wide initiatives as they relate to the pedestrian and cycling network in the Lower Lynn Town Centre.

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Figure 12. Proposed pedestrian and cycling network
Parking Management

Given the ready access to frequent transit service and direction towards a more walkable, bikeable community – there is an opportunity to consider reducing parking requirements, while at the same time recognizing the need for adequate on-street parking to support employment and retail uses. Reduced parking may facilitate use of more sustainable forms of transportation and help reduce overall development project costs.

Policies:
1. Consider on-street and off-street parking as an integrated system per Figure 13.
2. Design street networks in retail areas such that some on-street parking is available for retailers and traffic can easily circulate around the block.
3. Support households choosing to own fewer cars by reducing the amount of parking required to be built and introducing initiatives such as car-sharing and transit pass programs.
4. Consider reduced parking requirements for multi-family residential developments relative to unit type and context (e.g. frequent transit development area), in conjunction with trip reduction programs according to the following:
   - 1.5 parking spaces per unit for townhouses
   - 1.1 parking spaces per unit for apartments
   - 0.75 parking spaces per unit for rental apartments
   - 0.1 parking spaces per unit for visitors
5. Consider further parking reductions for non-market rental housing.
6. Consider opportunities for shared parking for complimentary, adjacent uses in commercial areas. Development applicants may be required to provide a parking study to demonstrate feasibility.

7. Avoid resident-only on-street parking and consider time-restricted parking as an instrument to encourage efficient turn-over of on-street parking.
8. Encourage the unbundling of residential parking from strata units so parking can be managed separately from the unit, where appropriate.
9. Encourage unsold parking to be turned over to the strata corporation after the dwelling units are sold.
10. Seek to obtain post-occupancy survey information from new development to inform future decisions about parking rates.
11. Continue to encourage sufficient, secure bicycle parking and storage for residents, workers and visitors in all new developments.

Figure 13. On-street parking strategy for Lower Lynn Town Centre
F. Public Realm and Community Amenities

The public realm is made up of any publicly-accessible streets, pathways, parks, public open spaces and civic buildings/facilities arranged and designed in a manner that encourages public life and social activity, and contributes to the community's character, livability and sense of place. Urban design principles for establishing well-designed and inviting public spaces and streetscapes are outlined in the Lower Lynn Town Centre Design Guidelines. This Implementation Plan includes policies to inform the establishment of parks and open space, the community facility, public art and other community amenities.

Parks and Open Space

The Lower Lynn area enjoys access to a wide spectrum of parks and trails. Located right on the doorstep of the Lower Lynn community, the Lynn Creek trail system is a significant and well used community asset that provides access to natural areas, to neighbourhood parks (Bridgman, Seylynn), District parks (Inter River and Lynn Canyon), regional (Lower Seymour Conservation Reserve) and Provincial parkland. Redevelopment provides opportunities to undertake parks revitalization, to introduce new parks and open space and to improve trail connectivity. The Parks and Open Space Network is outlined in Figure 14.

Policies:

1. Preserve, upgrade and expand existing parks, trails and open space in the Lower Lynn Town Centre to adapt to changing community needs and increased use.
2. Undertake a re-visioning exercise for Seylynn and Bridgman Parks to guide redesign so that these parks are working effectively to serve the needs of current and future users.
3. Coordinate improvements to Seylynn and Bridgman parks, the Lynn Creek natural parks and trail system, and local neighbourhood parks.
4. Explore the potential redevelopment and reconfiguration of the grass sports field at Seylynn Park.
5. Improve staging areas, traffic circulation and parking at Seylynn and Bridgman Parks.
6. Retain the existing skatebowl at Seylynn Park, and with stakeholder input, review options to renovate.
7. Expand and upgrade Marie Place Park as a neighbourhood park.
9. Encourage protection of significant natural areas, and enhance the ability of parks to function as natural habitat.
10. Provide a new central plaza on the east side of Mountain Highway in the heart of the Town Centre. Design this space as a community focal point for casual and programmed community uses including casual seating and interaction, community events and activities, outdoor retail services and displays.
11. Encourage active land uses including retail, restaurants and civic facilities at ground level along the edges of the central plaza to create a successful and enlivened public space.
12. Establish an interconnecting mews that links the central urban plaza to Marie Place Park.
13. Consider opportunities for smaller open plaza spaces at key intersections along Mountain Highway (e.g. Crown Street).
14. Design public spaces with consideration of solar orientation, weather protection, typical use at different times of day and opportunities for passive surveillance.
15. Maintain, upgrade and revitalize parks and open space to better serve the Lower Lynn Town Centre community through, but not limited to:
   - opportunities for seating, gathering and special events
   - facilitating children's creative and active play
   - opportunities for sport, recreation and relaxation for children, youth and adults
   - optimising accessibility and inclusivity in parks, open spaces and trails
   - integrating way-finding, distinguishing features and public art to reinforce community character
   - optimizing trees, landscaping and natural features for rainwater, environmental and other benefits
   - incorporating opportunities for urban agriculture
   - managing rainwater in an efficient and visually engaging manner

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16. Design for and ensure the establishment of a series of semi-public and private open spaces associated with new development to provide opportunities for useable outdoor play areas for children, leisure, gardening etc.

- using water features to mitigate noise impacts (from traffic, industrial activities etc.) and
- accommodating through travel by pedestrians and cyclists.
Facilities

Seylynn Hall, located in Seylynn Park, has operated as the only public indoor recreational facility in the Lower Lynn Town Centre area. Redevelopment of the Town Centre provides an opportunity to replace this aging facility and to ensure that the recreational and community needs of current and future populations are met.

Policies:
1. Undertake a community/recreational facility need assessment to assess potential demand for coordinated community and recreational services in a new modest scale Lower Lynn Town Centre facility.
2. Consider opportunities to locate a new neighbourhood community facility either adjoining the central plaza or adjacent to Seylynn Park.
3. Pending determination of feasibility and demonstrated needs, a new community facility could:
   - be a 'community living room' or hub for a variety of recreational and community services where people can gather, meet, socialize and access services, supports and information about their community.
   - include flexible, multi-use spaces to accommodate changing community needs over time.
4. Subsequent phases of analysis may include: identifying capital and operating costs, considering potential locations for a community centre, and exploring potential partnership models and developing design parameters.

Public Art

Public Art conveys interesting local stories, speaks to community values, interprets the physical and cultural environment and celebrates local character. It can be fun and quirky, insightful and breathtaking, but most of all it can be an exciting way to differentiate one community or neighbourhood from another.

Policies:
1. Refer to the Lower Lynn Town Centre Public Art Plan that outlines recommended public art principles, master planning context and recommendations for public art that are specific to Lower Lynn Town Centre.
2. Encourage the integration of public art as a means to help shape local community identity and character especially in key public realm areas including, but not limited to: the central public plaza, key gateways, adjacent to a community centre, entrance to Seylynn Park, and Mountain Highway intersections at Crown Street and Main Street.
3. Recognize that public art can have both aesthetic and functional roles and can be expressed in or in relation to a variety of different forms including:
   - artistic landmarks (gateway features, community facilities, sculptures, murals)
   - functional streetscape/architectural design (street furniture, pavement treatment, tree grates, lighting, entranceways, fencing, playground equipment, bridge elements and more)
   - features in the natural environment (parks, pathways, playgrounds, landscaping)
   - components of public buildings (murals, entrance features, play structures) and
   - interpretive way-finding, trail markers and other signage.
4. Consider opportunities to include public art in a bridge over Lynn Creek at the west end of Hunter Street.
Community Amenity Strategy

Parks and open space, community facilities and public art are examples of community amenities that are important ingredients for community health and liveability in new urban centres. As a condition of rezoning, and to address increased demand on existing municipal facilities and services from new development, developers may be asked to provide a community amenity contribution (CAC). Such community amenity contributions may come in the form of either built amenities or a cash-in-lieu contribution towards community amenities. The amount of the CAC is directly related to additional density approved beyond existing zoning as guided by the OCP and the Town Centre Implementation Plan.

Policies:
1. Community amenity contributions (CACs) for the Lower Lynn Town Centre should be negotiated on a site-specific basis per the District's Community Amenity Contribution policy and CAC strategies for key OCP Town and Village Centres.
2. Identify site specific built amenities that should be provided through redevelopment of major sites.
3. Seek to establish the following overall community amenities in the Lower Lynn Town Centre:
   - A modest small scale community/recreational facility (based on needs assessment)
   - A childcare facility (in addition to the facility to be built at Seylynn Village)
   - An adult/senior facility
   - A satellite library
   - Redesign and upgrade of Seylynn and Bridgman Parks
   - Expansion and enhancement of Marie Place Park
   - A new neighbourhood park south of Crown Street
   - New or improved bike/pedestrian greenway connections such as:
     - Crown Street greenway and Spirit Trail links
     - Improved Lynn Creek trails, connections and crossings
     - Orwell Street bikeway and Oxford Street greenway
     - Neighbourhood pedestrian-oriented green spine
   - A new central urban plaza in the heart with interconnecting mews to Marie Place Park
   - A series of smaller urban plazas at key corners on Mountain Highway
   - Affordable, non-market and special needs housing
   - Public art and
   - Mountain Highway streetscape beautification.

Figure 15. Sample of community amenities for Lower Lynn Town Centre

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4. Community amenity contributions may also be directed towards operational seed funding for and furnishing of the community recreation centre, provision of services (programs for seniors, families, youth, etc.), measures to reduce potential industrial/residential use conflicts, and other amenities as recommended by the community and determined by Council.

Community Services
The delivery of community services and programs supports the health and well-being of local residents and the economic development of local businesses. The District will need to look to innovative opportunities and partnerships for the delivery of these services.

Policies:
1. Facilitate the delivery of accessible community services, social programs and infrastructure to support local residents and businesses.
2. Identify opportunities to co-locate services and infrastructure to realize both capital and operating efficiencies.
3. Promote relationships and partnerships between the District and other relevant agencies and organizations for the effective delivery of services in the Town Centre.
4. Maintain and facilitate the programming of community open spaces such as the central plaza to contribute to its prominence as a place to gather for various activities such as farmer’s markets, concerts, festivals, exhibits and informal leisure.

G. Environmental Protection and Energy Efficiency
Redevelopment of the Lower Lynn Town Centre is expected to provide net benefits to environmental health, to provide energy efficiencies and to reduce greenhouse gas emissions.

Environmental Protection
The Lower Lynn Town Centre lies within the Lynn Creek watershed. Maintaining riparian forest integrity, promoting a healthy urban forest canopy and implementing rainwater and water quality best practices, are key environmental measures for protecting the health of this watershed.

Policies:
1. Encourage and facilitate the protection and enhancement of Lynn Creek as a major salmon-bearing watercourse, and maintain or enhance water quality and riparian forest integrity to promote watershed health.
2. Encourage and facilitate the protection of the ecological services (rainwater infiltration, carbon sequestration, air quality enhancement, temperature moderation etc.) provided by the natural environment and seek to maintain a healthy, diverse urban forest canopy.
3. Connect the natural and urban environments by incorporating natural elements into the urban landscape (e.g. rain gardens) and encourage urban landscaping that includes native and drought tolerant species.
4. Recognize the potential for flooding and the high water table for areas near Lynn Creek, and require that flood risk analyses be undertaken prior to redevelopment to assess potential constraints for parking and built form as per the District’s Creek Hazard Development Permit Area guidelines.
5. Encourage opportunities for urban agriculture and local food production in the Lower Lynn Town Centre (e.g. edible landscaping, community gardens, green roofs, private garden space).
Energy Efficiency and Greenhouse Gas reductions
Energy efficiency has moved from being an occasional added project benefit, to becoming the mainstream or normal way of doing redevelopment. All new development will be required to provide energy efficiencies and green building design to reduce greenhouse gas emissions. A district energy system, is proposed to collect and transfer industrial waste energy to supply heat to neighbouring communities including Maplewood Village Centre, Capilano University and the Lower Lynn Town Centre.

Policies:
1. Continue to work with stakeholders and potential partners towards the delivery of a district energy heating system for the Lower Lynn Town Centre.
2. Require, where feasible, that new development be “district energy” ready for hook-up to a hydronic system.
3. Promote the implementation of green building design measures and greenhouse gas reductions as part of the development process through the Green Building Strategy and Energy and Water Conservation and Reduction of Green House Gas Emissions Development Permit Area guidelines.
4. Promote the installation of electric vehicle charging infrastructure in multi-family, civic and commercial uses and buildings.
5. Encourage energy efficient and sustainable travel modes.

H. Community Infrastructure
Community infrastructure in this section refers to the utilities, waste management and other external infrastructure and services needed to support healthy community function.

Rainwater Management
Rainwater runoff in the Lower Lynn Town Centre currently discharges into Lynn Creek and Burrard Inlet. Redevelopment in this area is expected to provide rainwater management measures to improve watershed health, maintain groundwater flows, enhance the efficiency of the drainage system, and reduce the level of contaminants entering Lynn Creek and Burrard Inlet.
Policies:
1. Complete and implement an integrated stormwater management plan for the Lynn Creek watershed.
2. Address stormwater issues in a manner that is consistent with the District's Development Servicing Bylaw No. 7388 and the Lower Lynn Town Centre Design Guidelines, as amended from time to time.
3. Encourage measures to infiltrate rainwater onsite, where appropriate, and manage impervious areas to remove excess water from the drainage system, to reduce runoff volumes, to improve water quality and to recharge groundwater.
4. Consider opportunities for innovative and site specific rainwater best management practices that may include, but is not limited to rain gardens, green roofs, biofiltration swales, and permeable paving to protect watershed health and to respond to the site context.
5. Require geotechnical and groundwater investigations with redevelopment, as needed, to assess onsite soil and water table conditions.
6. Facilitate the protection and maintenance of groundwater levels, as needed, to manage the amount of perimeter drainage and groundwater that is pumped into the storm drainage system.
7. Design new and replacement drainage infrastructure, including biological treatments, for long-term durability and effectiveness in promoting watershed health.
8. Consider rainwater as a resource to enliven the urban experience and enhance biodiversity. Design rainwater facilities to be aesthetically pleasing and to integrate multi-use objectives.
9. Encourage, where appropriate, the application of green roof treatments on mixed-use building podiums to improve stormwater management and to enhance views from above.

Waste Management
Waste management measures in the Lower Lynn Town Centre aim to encourage composting, recycling and organic waste collection to reduce the amount of waste being diverted into offsite landfills.

Policies:
1. Provide appropriate facilities to accommodate safe, efficient, and environmentally-responsible collection of waste and recyclable materials from all land uses and activities on the site.
2. Refer to Metro Vancouver's Technical Specifications for Recycling Amenities in Multi-family and Commercial Developments or any successor documents for regional waste and recycling facility standards.
3. Facilitate the provision of composting, recycling and organic waste collection facilities in new multi-family housing developments and at strategic locations in the Town Centre.
4. Encourage design of waste disposal and recycling container storage areas, including temporary surface storage areas, to enable efficient collection and to improve aesthetics.
5. Encourage site planning for underground solid waste facilities in close proximity to garage access ramps.

Water and Sanitary Sewer
As the Town Centre is built out, municipal infrastructure, including water and sewer systems, will be upgraded to accommodate new loads associated with redevelopment. Policies in this section outline key directions for improvements and strategies to enable timely and coordinated infrastructure upgrades.

Policies:
1. Direct appropriate and feasible upgrades to the sanitary and water systems in response to anticipated population growth as indicated in Figures 17 and 18 (which may need to be updated from time to time based on new modelling information).
2. In accordance with the District's Green Building strategy encourage water conservation measures for all new developments including low flow fixtures specified as part of the design, the use of native
vegetation and drought tolerant species, and potential reuse of grey water as an alternative to non-potable water use such as irrigation.

3. Encourage the installation of water meters for all new development, ideally at the property line, with consideration for isolation of residential versus business water use.

4. Promote the use of fire-resistive building design.

External Utilities

External utilities include fiber-optic, hydro, telephone, district energy, natural gas, and cable. Significant coordination will be required to allow adequate servicing from all outside agencies to occur at the appropriate levels and at the appropriate times. The Mountain Highway and Main Street corridors are busy transportation routes that should have limited interruption to accommodate utility maintenance requirements.

Policies:

1. Work with utility agencies to ensure that service capacity is adequate to accommodate anticipated growth in the Town Centre.

2. Coordinate utility upgrades to minimize impacts to traffic and surrounding neighbourhoods.

3. Plan for the relocation of existing overhead utilities underground through redevelopment of the Town Centre.

4. Encourage new developments to integrate structural design measures for fibre-optic infrastructure to support economic development and to improve future information technology capacities and choices for residents and businesses.

Figure 17. Proposed water main upgrade model for Lower Lynn Town Centre

Figure 18. Proposed sanitary sewer upgrade model for Lower Lynn Town Centre NEW map without #s is coming
I. Development Permit Areas in Lower Lynn Town Centre

In accordance with the Local Government Act, the District uses Development Permit Areas (DPA) and associated guidelines to manage development applications to address special conditions including:
- protection from natural hazards,
- protection of the natural environment and streamside areas,
- to encourage energy, water conservation and greenhouse gas reduction,
- establishment of quality urban design and character.

Development applicants should refer to Schedule B of the Official Community Plan (OCP) for the complete set of Development Permit Area policies.

The Lower Lynn Town Centre as indicated in Figure 19 is recognized as a DPA that is subject to the Lower Lynn Town Centre Design Guidelines. Other applicable OCP policies, design guidelines and schedules may also apply to this area.

Figure 19. Lower Lynn Town Centre Form and Character Development Permit Area

Policies:
1. Recognizing that the Lower Lynn Town Centre may be considered the eastern gateway to the District of North Vancouver, and to promote quality architectural and streetscape urban design, designate lands within the Town Centre (shown in Figure 19) as a Lower Lynn Town Centre Form Character and Streetscape Development Permit Area.
2. Within this designated DPA area, require where appropriate, that a Form and Character Development Permit is obtained prior to any applicable development.
J. Recommendations for Implementation
The following items are recommended for consideration in the implementation of the Lower Lynn Town Centre Plan.

1. Manage redevelopment and change in such a manner as to realize community benefits, consider market absorption rates, and coordinate utility upgrades to minimize disruption to the community.
2. Work with developers to reduce the impacts of construction on the community through improved construction management and traffic control plans.
3. Recognizing that redevelopment of the surrounding residential areas will evolve incrementally, over time, ensure that redevelopment considers edge conditions and provide appropriate transitions.
4. Examine the potential for future land uses in the area east of Mountain Highway and north of East Keith Road (as identified in Figure 6) once detailed design plans for the reconfiguration of the Highway Interchange are available.
5. Undertake an integrated Lower Lynn Town Centre parks planning and design study to identify measures for the redesign and enhancement of Seylynn and Bridgman Parks.
6. Undertake a collaborative community/ recreational facility need assessment with the North Vancouver Recreation Commission to assess potential demand for coordinated community and recreational services in a new modest scale Lower Lynn Town Centre facility.

K. Monitoring the implementation of this plan towards a more sustainable Lower Lynn Town Centre
While this Lower Lynn Town Centre Implementation Plan is a long range planning policy document that will guide redevelopment of this area for the next 20 years, it is intended that progress towards the implementation of this Plan is monitored approximately every 3-5 years and that this Plan is updated, as needed, to ensure its effectiveness in delivering the community's vision for the Town Centre.

Policies:
1. Monitor progress toward the achievement of Lower Lynn Town Centre policies as part of OCP monitoring.
2. Allow for ongoing community participation in implementing and monitoring the achievement of the Lower Lynn Town Centre Implementation Plan objectives, with potential indicators for monitoring including, but not limited to:
   o Housing (diversity, rental, ownership, affordable etc.)
   o Community amenities
   o Number of local jobs
   o Demographic mix
   o Community health and well-being, active living
   o Crime rates, number of motor vehicle accidents
   o Reduction in vehicle miles travelled
   o Mode share splits
   o Greenhouse gas emissions
   o Number of units connected to district energy heating system
   o Amount of waste/recycling diverted from landfill
   o Park space
   o Watershed health improvements
   o Urban forest canopy