

# LOWER LYNN TOWN CENTRE IMPLEMENTATION PLAN



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# A. Introduction

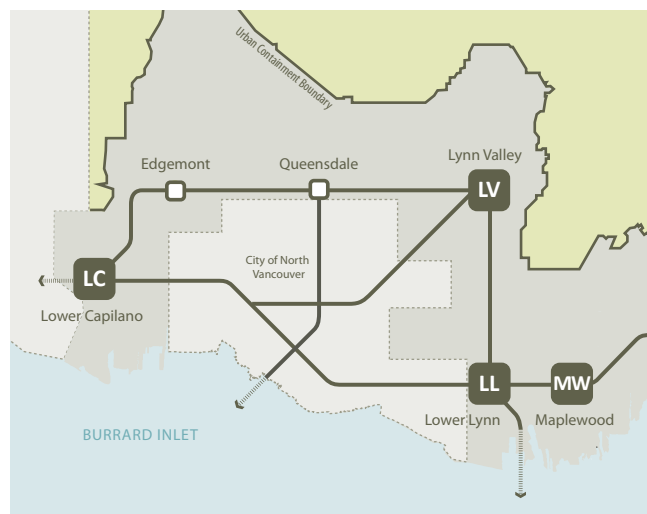
## Local context

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



**Figure 1.** OCP Network of Centres

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.*

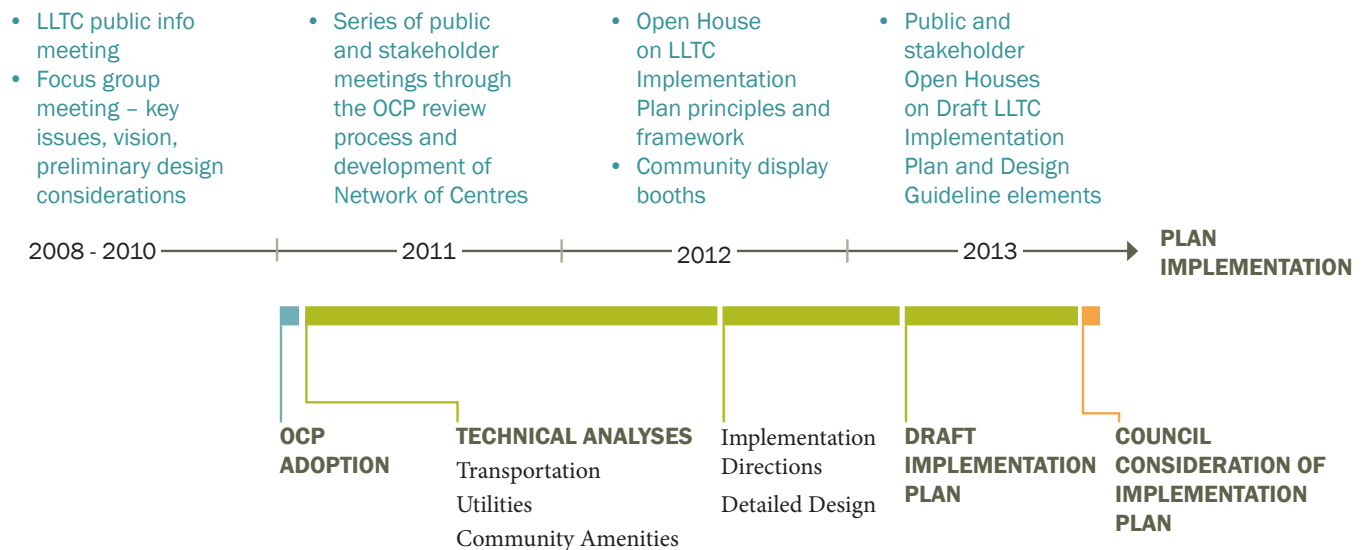
## Implementation Planning and Engagement Process

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 and Design Guidelines.

Public engagement on the Lower Lynn Town Centre began in 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 enabled the community to be active participants in shaping the vision, concept plan and implementation policies for this Town Centre.

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 building awareness and providing a strong voice for proactive measures to promote community health.

### LLTC IMPLEMENTATION ENGAGEMENT PROCESS



### LLTC IMPLEMENTATION PLANNING PROCESS

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

## 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 change to this area. This document is 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. In addition, the supplemental Design Guidelines specific to the Lower Lynn Town Centre outline the specific form and character and streetscape design elements 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 and 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 liveability 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.**





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.



**Figure 4b.** The Lower Lynn Town Centre "Heart"

View 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.



**Figure 4c.** Crown Street

View along Crown Street looking east towards Orwell Street. 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 greenway along the north side of Oxford Street connecting to Phibbs Exchange. Low profile landscaping, rain gardens, rock infill areas, street furniture and lighting provide a safe and enjoyable route for pedestrians to the transit hub.

## 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 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” (see Figure 5).
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, and for a portion of Main 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.

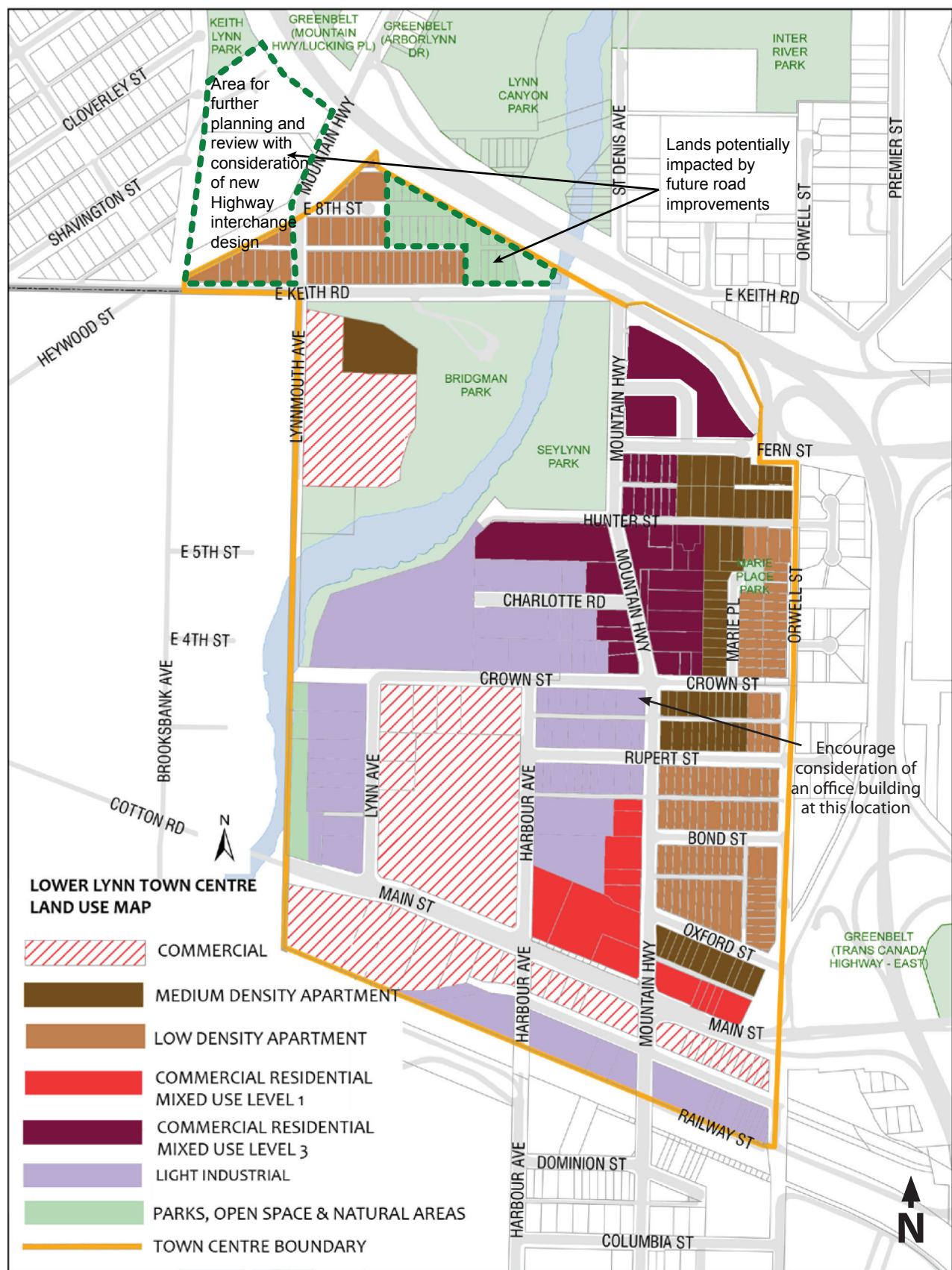
**Commercial Residential Mixed Use Level 3:** Areas designated for commercial residential mixed use level 3 are intended predominantly to provide for high density uses up to approximately 3.50 FSR at limited appropriate sites in the District’s Centres. Development in this designation may include residential 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.

**Table 1.** Land use designations for Lower Lynn Town Centre (from the OCP).





**Figure 6.** Lower Lynn Town Centre Land Use Map

## 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:
  - » 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
  - » helps create 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

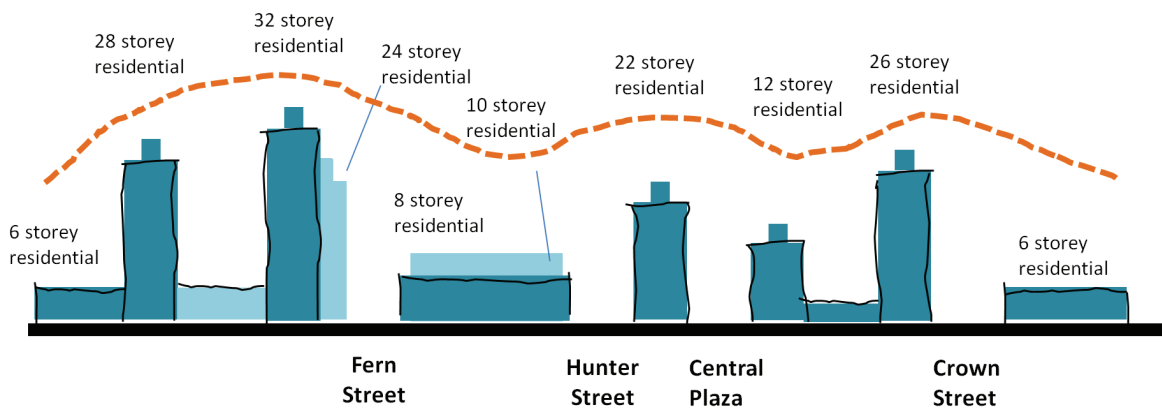
The Concept Plan outlines the approximate type and location of potential future buildings in the Lower Lynn Town Centre. Approximate building heights shown in Figures 6 and 7 reflect consideration of land use and density, land economics, parcel assembly, sunlight penetration, views, privacy, access, relationship to other uses and to the street.

### Policies:

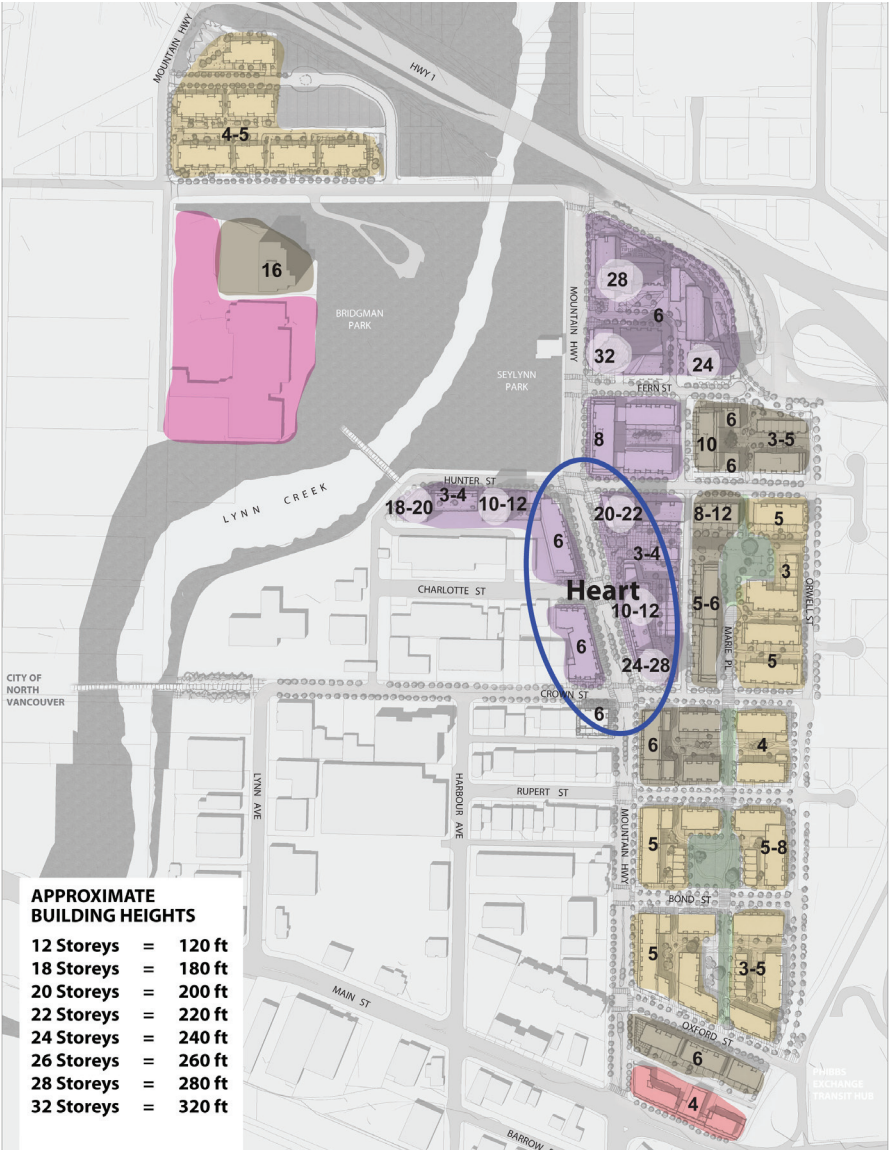
1. Encourage new development to consider public and private access to views and sunlight and request view and shadow analyses with development applications, as appropriate.
2. Employ sensitive urban design and variation in heights to transition sensitively outwards from the Town Centre heart.
3. Encourage 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.

# Seylynn Village

# LLTC “Heart”



**Figure 7.** Illustrative sketch of approximate building heights along Mountain Highway between Seylynn Village and Crown Street. All building heights and locations are approximate



**Figure 8.** 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.

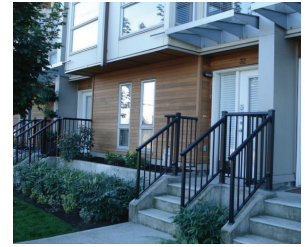
Redevelopment according to the land uses and densities in the Official Community Plan is anticipated to contribute an estimated 3,000 new housing units in the Lower Lynn Town Centre.

### 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 row-houses) 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 400 square feet) 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 120,000 square feet of new locally serving retail space and approximately 40 – 50,000 square feet 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. Encourage retail uses surrounding the central gathering and other plaza spaces that 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.











**Figure 10.** Illustrative cross-section of Mountain Highway in the Town Centre core

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 through 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 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 and move from 2 to 4 lanes.
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. Encourage redesign options for Phibbs Exchange that address pedestrian and public safety, reflect the quality design features and character of the Town Centre, and work to integrate this transit facility more fully with the Lower

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.



**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).

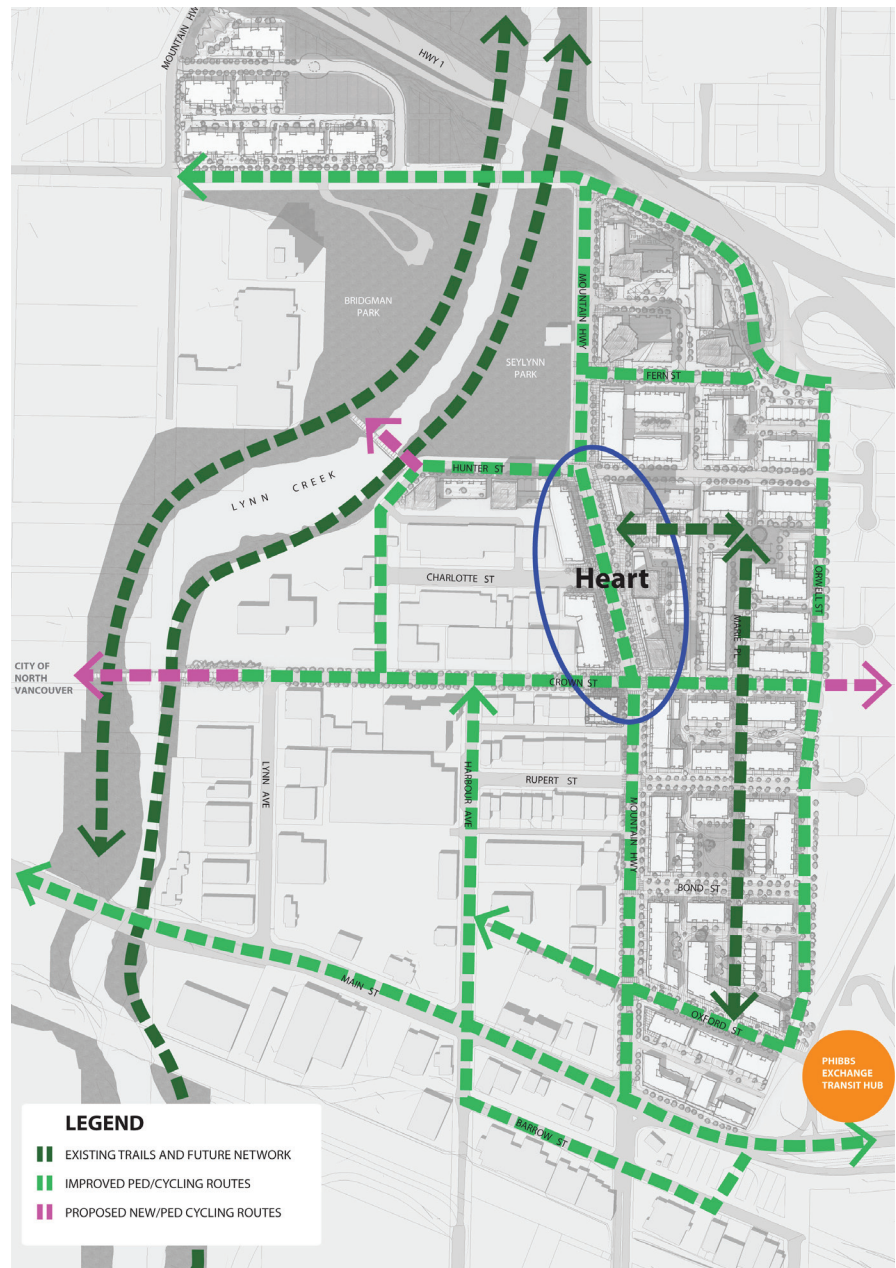


Figure 12. Proposed pedestrian and cycling network

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 Lynnmour Inter River and southbound to the Town Centre core and Phibbs Exchange.
9. Complete the extension of the Sea-to-Sky trail to Harbourview Park.
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. Enhance 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. Coordinate the implementation of this Plan and other District-wide pedestrian and cycling network initiatives as they relate to the Lower Lynn Town Centre.

## Parking Management

Given the ready access to frequent transit service and the movement 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 complementary, 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, liveability 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, community facilities, public art and other community amenities.

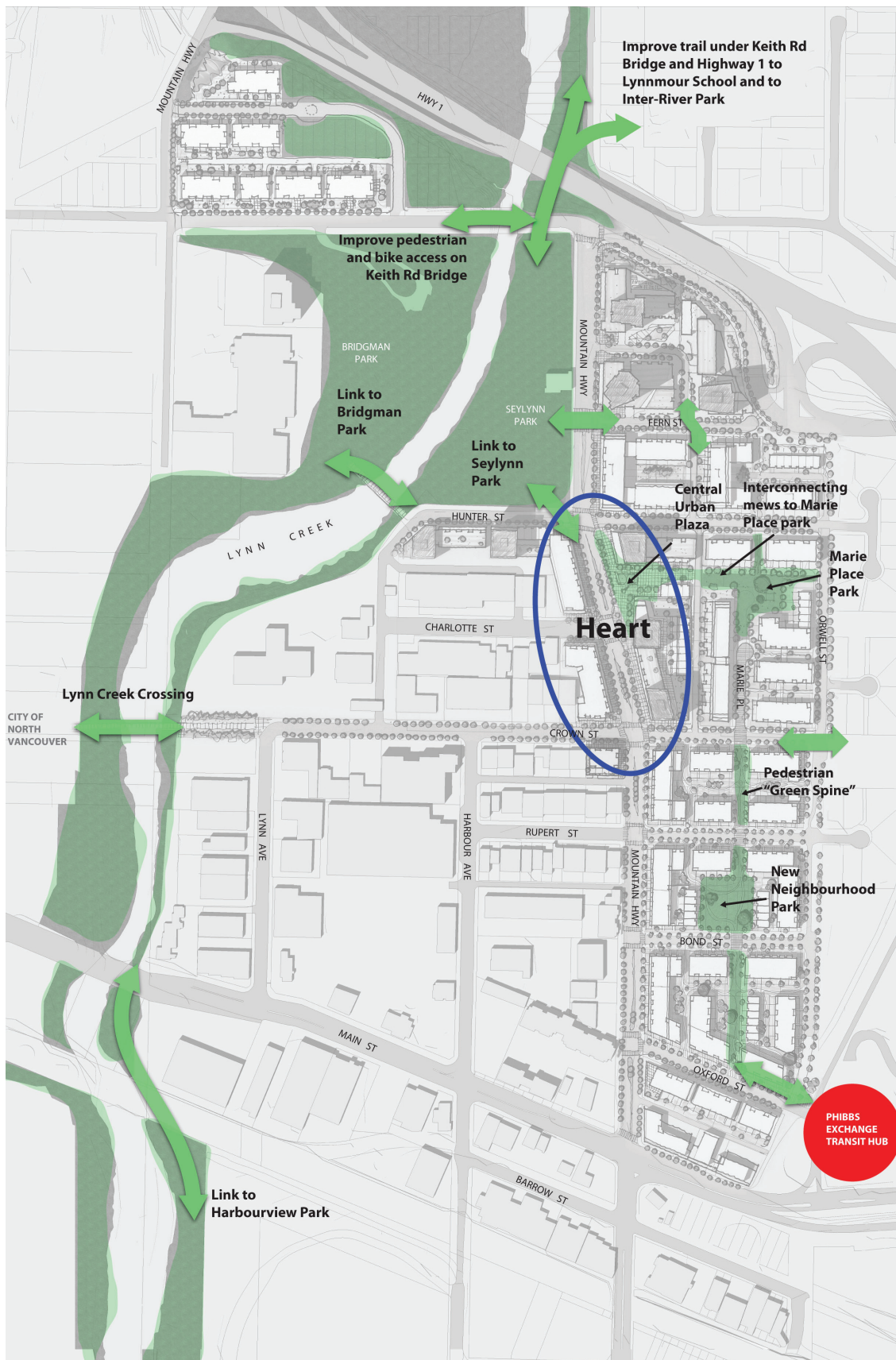
### Parks and Open Space

The Lower Lynn area enjoys access to a wide spectrum of parks and trails. Located 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.
8. Acquire land south of Crown Street and east of Mountain Highway for a new neighbourhood park.
9. Encourage protection of significant natural areas and enhance the ability of parks to function as natural habitat.
10. Plan for 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.





**Figure 14.** Parks and open space network for Lower Lynn Town Centre

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 (e.g. Crown Street, Main Street) along Mountain Highway.
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
  - » enhancing accessibility and inclusivity in parks, open spaces and trails
  - » integrating way-finding, distinguishing features and public art to reinforce community character
  - » integrating 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
  - » using water features to mitigate noise impacts (from traffic, industrial activities etc.) and
  - » accommodating through travel by pedestrians and cyclists.

## Community 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 respond to the recreational and community needs of current and future populations.

### 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.



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

## 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 pedestrian/cycle crossings over Lynn Creek.

## 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.

### **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 strategy for OCP designated 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.
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

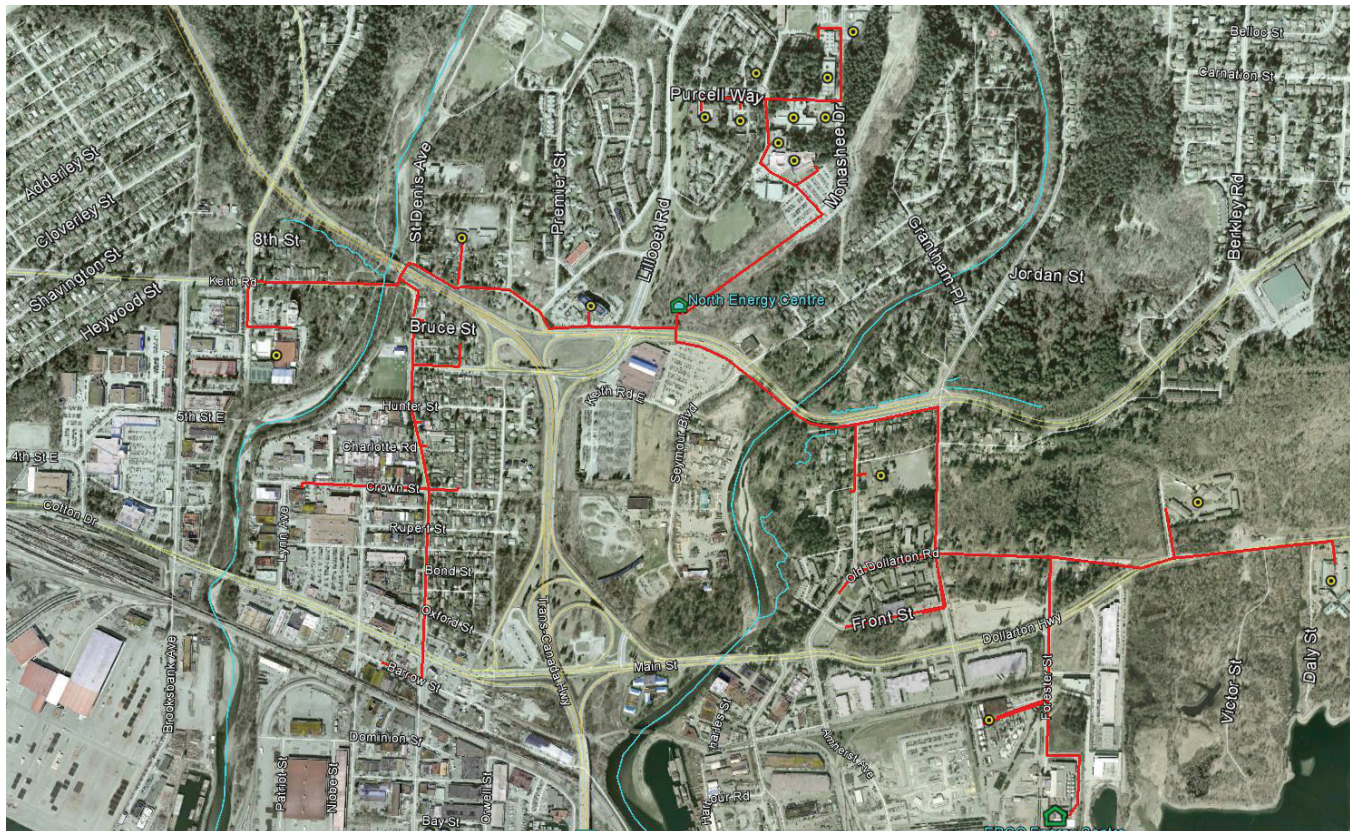
The Lower Lynn Town Centre lies within the Lynn Creek watershed. Maintaining riparian forest integrity, promoting a healthy urban forest canopy and implementing rainwater and water quality best practices are key environmental measures for protecting the health of this watershed.



### 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).





**Figure 16.** Proposed District Energy Network (red lines)

## 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.
6. Promote low carbon vehicles and car-share networks.

# 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 as 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 new developments, including low flow fixtures, 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 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.

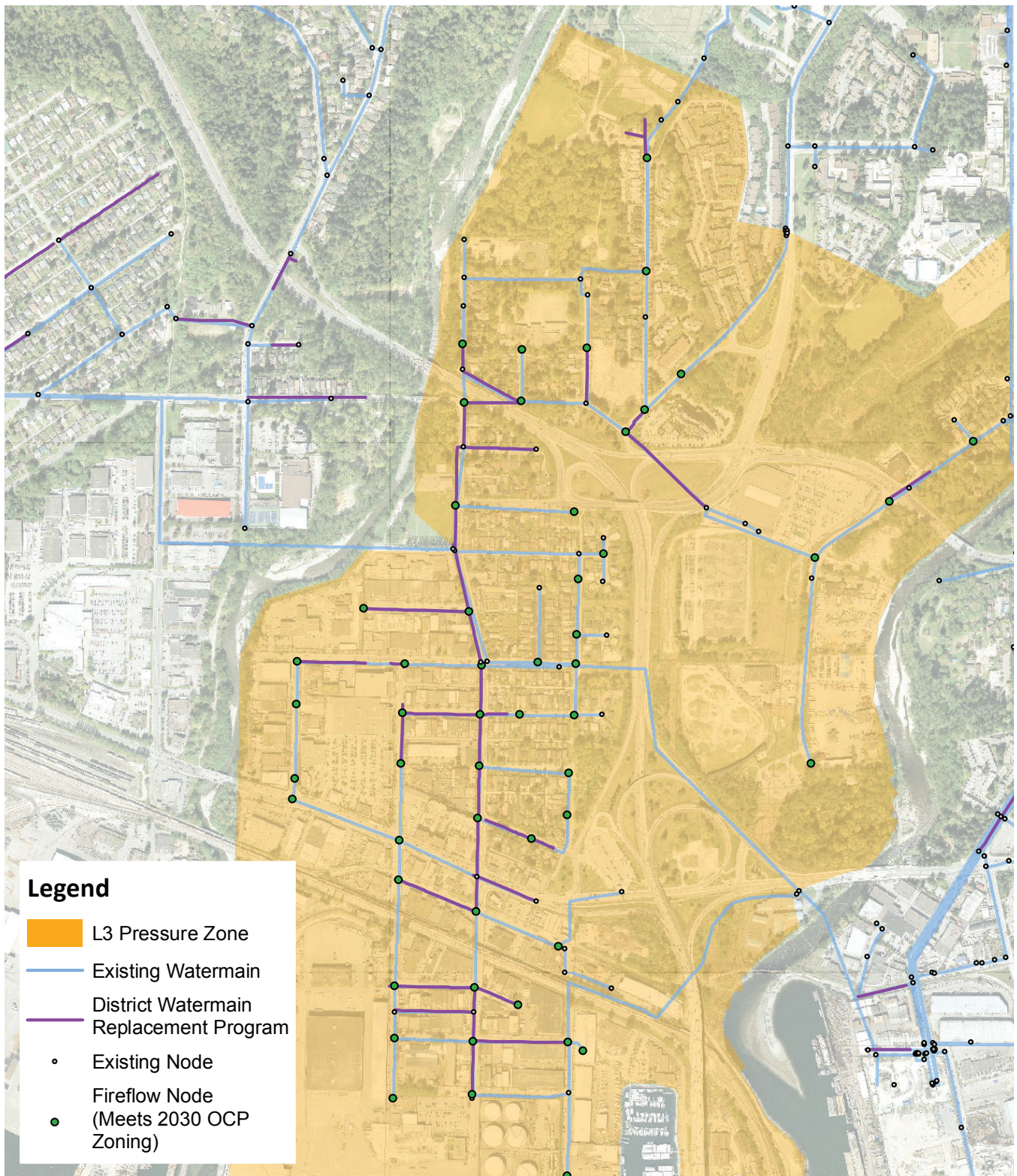
## External Utilities

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. Mountain Highway and Main Street corridors are busy transportation routes that should have limited interruption to accommodate utility maintenance requirements.

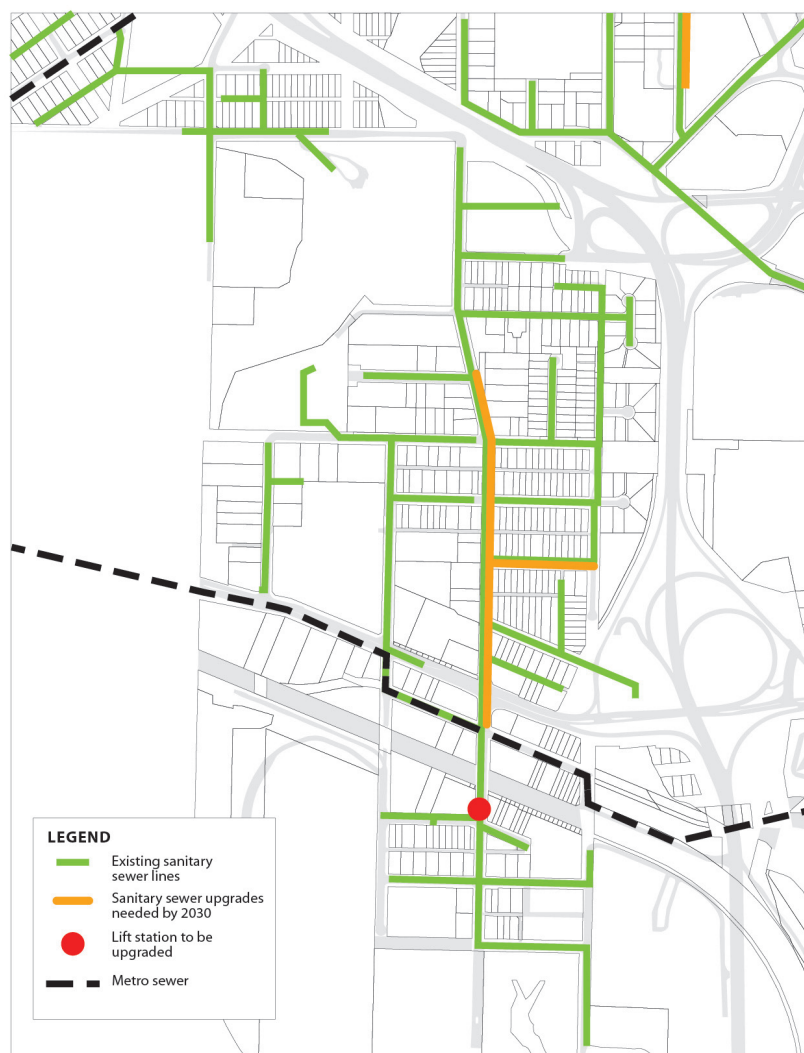
### Policies:

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.** Water main upgrade concept for Lower Lynn Town Centre to 2030. Subject to change.



**Figure 18.** Sanitary sewer upgrade concept for Lower Lynn Town Centre to 2030. Subject to change.



# 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.

## 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 be obtained prior to any applicable development.



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

## 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 provides appropriate transitions.
4. Examine the potential for future land uses in the area west 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:
  - » Housing (diversity, rental, ownership, affordable etc.)
  - » Community amenities
  - » Number of local jobs
  - » Demographic mix
  - » Community health and well-being, active living
  - » Crime rates, number of motor vehicle accidents
  - » Reduction in vehicle miles travelled
  - » Mode share splits
  - » Greenhouse gas emissions
  - » Number of units connected to district energy heating system
  - » Amount of waste/recycling diverted from landfill
  - » Park space
  - » Watershed health improvements
  - » Urban forest canopy

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