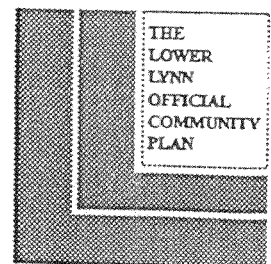


# THE LOWER LYNN OFFICIAL COMMUNITY PLAN



The Lower Lynn Official Community Plan, Bylaw 6518, adopted December 20, 1993.

The Corporation of the District of North Vancouver  
355 West Queens Road  
North Vancouver, British Columbia

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LOWER  
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## 1.0 INTRODUCTION

### 1.1 LEGAL BASIS FOR THE PLAN

The Lower Lynn Official Community Plan was prepared under the authority of the Municipal Act and is designated by bylaw of the Corporation of the District of North Vancouver. As an elaboration of Bylaw 6300, the District of North Vancouver Official Community Plan, the Lower Lynn O.C.P. provides detailed policies and implementation strategies that relate specifically to the plan area.

An Official Community Plan is an expression of Council land use policy. Once adopted, Council may not take any action contrary to the Plan. The plan does not commit Council or any other body to embark on any project included in the plan, nor does it authorize Council to proceed with a project until the usual requirements for a public project have been met.

### 1.2 INTENT OF THE PLAN

This plan specifies objectives, policies and implementation strategies for the Keith Lynn and Lynnmour South areas. It should be considered a framework to guide land use decisions rather than a blueprint for the future. The intent is to provide a degree of certainty upon which individuals and businesses may base investment decisions while retaining sufficient flexibility to be able to respond to changing or unforeseen needs.

The municipal planning process incorporates public input. During preparation of the plan, residents, owners and the business community were consulted at workshops, meetings and focus group sessions to determine issues, objectives and priorities. Consideration was also given to environmental, economic and demographic characteristics and trends in estimating future land use needs and requirements.

## BACKGROUND AND DESCRIPTION

The Lower Lynn Official Community Plan encompasses the land near the Second Narrows bridgehead between the Upper Levels Highway and the City of North Vancouver. The Phibbs Bus Exchange and the portion of I.R.2 west of the freeway (including the Lynnwood Marina) are "functionally" part of Lower Lynn but are not included within the plan area. An estimated 2,942 people live in two distinctly different residential neighbourhoods within this 200 hectare (500 acres) mixed residential and industrial section of the District. The portion north of Keith Road is known as Keith Lynn and the area to the south as Lynnmour South.

Keith Lynn slopes up steeply toward the northwest from Keith Road thereby affording views of Burrard Inlet, the Second Narrows Bridge and Burnaby Mountain. The earliest development took place around 1910 following the opening of the Lynn Valley streetcar line which ran the length of Grand Boulevard to Lynn Valley Road. Grand Boulevard had been cleared to serve as a fire break in 1906 and turned over to the municipality as park land. The oldest homes are closest to Grand Boulevard and most of the rest were built in the 1950's and 1960's. Today Keith Lynn is a fully developed, stable single-family residential neighbourhood.

By contrast, Lynnmour South is a complex and diverse area which continues to undergo change. Nearly every category of urban land use is represented within an area only one square kilometre in size. The oldest homes in Lynnmour date back to the 1920's and 30's. Most of these were built on Oxford Street or Mountain Highway (then called St. Denis Avenue). In 1957 District owned land west of Mountain Highway was consolidated and rezoned to create Lynnmour Industrial Estates. Industrial uses began intruding into residential areas closer to Mountain Highway until 1975 when Council adopted a policy establishing Mountain Highway as a firm boundary between industrial and commercial uses and the Lynnmour residential area to the east. Main Street has always been a mixed industrial and commercial area. Below the C.N.R. rail tracks is a heavy industrial area including the Lynnterm forest products terminal. Lynnterm was formerly occupied by Seymour Sawmills and the Department of National Defence Ordnance Depot.

Lynnmour South has special significance to the District of North Vancouver. The waterfront is an important component of the Port of Vancouver and as such has national economic importance. On a local level Lynnmour is one of only three industrial areas in the District and thus makes a major contribution to the North Shore economy. Lynnterm and the surrounding area are clearly visible from the Second Narrows Bridge, and are therefore a visual symbol of the North Shore.

Several factors have contributed to the redevelopment pressure that Lynnmour South is currently experiencing. Completion of the Park and Tilford Shopping Centre in the City of North Vancouver stimulated interest in commercial redevelopment along Main Street. Redevelopment in the City's Brooksbank Industrial Park such as the North Shore Studios, the I.C.B.C. Claims Centre and several office-park type buildings have generally promoted and/or reflected a trend toward higher quality industrial development. Land prices and lease rates are still relatively low in Lynnmour and each year fewer alternative industrial locations are available on the North Shore. The regional trend toward an increasing office space component in light industrial buildings is being reflected in most recent redevelopment.



## 3.0 PLAN ADMINISTRATION AND GENERAL POLICIES

Questionnaires and other input received at public meetings indicate that local residents are generally happy with their neighbourhoods. They are not looking for major changes, at least insofar as the residential neighbourhoods are concerned. The business community however, wants plan policies that are able to respond to changing market conditions, affecting the commercial and industrial areas.

Other agencies have jurisdiction or ownership over key corridors or parcels of land. The Vancouver Port Corporation, Squamish Indian Band, City of North Vancouver, CNR and the Provincial Ministry of Highways all influence land use within the plan area but are not bound by the District of North Vancouver bylaws. Coordination and cooperation among these agencies are therefore key elements of plan implementation.

### 3.1 OBJECTIVES

1. To provide a clear framework to guide land use decisions affecting Lower Lynn.
2. To be responsive to the needs of local residents and the business community.

### 3.2 POLICIES

1. Land uses must be consistent with the designation on the Plan Map.
2. Plan policies must be consistent with the District OCP and adopted Council policies.

### 3.3 IMPLEMENTATION

1. Properties that are zoned contrary to the Plan designation will be rezoned. This includes Parks, Recreation and Wilderness areas currently zoned residential, all residential lots in industrial areas and the C2 lot on Bruce Street.
2. Rezoning and Development Permit applications will be evaluated in terms of compliance with the policies of the plan.
3. Ongoing liaison and consultation will be maintained with the City of North Vancouver, the Squamish Band, the Port of Vancouver and federal and provincial agencies.
4. Plan policies have been reviewed to ensure consistency with the District OCP and Council policies and directives.
5. A comprehensive review of the Lower Lynn OCP will be undertaken in eight years time or sooner if conditions warrant.

## **ENVIRONMENT AND OPEN SPACE**

Parks, and natural areas make up nearly 11% of the total area of Lower Lynn. Of the 21.3 hectares of open space 13 hectares are community or neighbourhood park, Keith Ravine is about 4.5 hectares and the remainder is other open space such as small parcels adjacent to the Upper Levels or Keith Road.

The significant natural features in Lower Lynn are the waterfront, Lynn Creek and Keith Ravine. Almost all of the waterfront has been filled and developed for industry so that the only remaining environmental feature is the mouth of Lynn Creek. A viewing platform located at the mouth of the creek is the only point along the harbour waterfront that is available for public access. The plan proposes to improve public access to this key amenity as part of a comprehensive strategy of linking the waterfront to the upper reaches of Lynn Creek through public ownership of a continuous corridor. Property acquisition on the east bank of Lynn Creek between Crown Street and Main Street would complete the link from Harbourview Park, through Bridgman and Lynn Canyon parks to Lynn Headwaters Regional Park.

Lynn Creek is an important salmon bearing stream and is also utilized by waterfowl. The creek is floodprone with the most recent event occurring in 1981 causing considerable damage a short distance upstream of the plan area but also in Seylynn Park where the skateboard bowl was nearly washed away. Rip rap was subsequently placed to armour the bank in order to prevent future flood damage.

Keith Ravine is steep and heavily treed. The ravine is the visual backdrop for the thousands of daily travellers on the Upper Levels Highway and also a buffer between the freeway and the residential neighbourhood of Keith Lynn. Trails in the ravine are well used for hiking and dog walking and potentially link the eastern Grand Boulevard area to the Lynn Creek trail system. Keith Creek has a resident fish population and salmon utilize the mouth but more importantly it feeds Lynn Creek directly affecting the water quality of this important salmon creek.

There are three community parks in Lower Lynn: Bridgman, Seylynn and Brooksbank. Two small neighbourhood parks bring the total active park space to 13 hectares which translates to a ratio of 4.4 hectares per 1,000 population, higher than the 4.0 hectare per 1,000 standard which is a District target to achieve in each community. The range of outdoor recreational facilities available in the parks includes the viewing platform at Harbourview Park, the skateboard bowl at Seylynn Park and the fitness circuit at Bridgman park.

Special development restrictions apply to environmentally sensitive areas that are designated as Development Permit Areas in the District OCP. Development guidelines specify special setback and siting requirements, land clearing restrictions, erosion control requirements and other measures. Full details are contained in the District OCP. Maps illustrating Development Permit Areas for the Protection of the Natural Environment and Protection of Development from Hazardous Conditions are appended for information purposes.

### **4.1 OBJECTIVES**

1. To protect environmentally sensitive areas from the effects of development.
2. To provide public access to environmental features of interest.
3. To improve public access to the waterfront.

### **4.2 POLICIES**

1. Lynn Creek, Keith Creek and Keith Ravine are retained as natural areas.
2. Development proposals adjacent to environmentally sensitive areas must comply with conditions specified in a valid development permit for the purpose of protecting wildlife habitat, water quality, and creekside or ravine vegetation.

### 4.3 IMPLEMENTATION

1. Lots M and N, the Salop Road allowance, Keith Ravine and the east bank of Lynn Creek between Seylynn Park and Harbour View Park are designated Open Space on the Plan Map and will be rezoned accordingly.
2. Existing parks are designated Park on the Plan Map.
3. Lynn Creek and Keith Ravine will be designated Development Permit Areas in the District Official Community Plan for the purpose of Protection of the Natural Environment and Protection of Development from Hazardous Conditions.
4. Environmental mitigation measures are determined at the development permit and rezoning stages.
5. The Land Department will enter into negotiations with CNR, the City of North Vancouver and private land owners to acquire property or rights-of-way between Hunter Street and the CNR tracks to enable extension of Harbourview Park to Seylynn Park. Once the property is secured, District Parks will undertake the required pathway and landscaping improvements to complete pedestrian access from Seylynn to Harbour View Park.
6. Future redevelopment of the District Works Yard will include the development of a pedestrian pathway along Lynn Creek.
7. District Parks Department will undertake improvements to existing trails in Keith Ravine so as to provide a pedestrian link from Loutet Park in the City to Harbour View Park.



## 5.0

### RESIDENTIAL

The two residential neighbourhoods in Lower Lynn are distinctly different in character. Keith Lynn is a low density, stable neighbourhood. The majority of homes were built in the 1950's and 60's and relatively little redevelopment and infilling has taken place resulting in a fairly high degree of uniformity of housing in terms of age, size, height and styling. A 2,000 square foot bungalow is typical except on the steeper view lots where split level designs to accommodate the topography are the norm.

Lynnmour South, on the other hand, has undergone more of a transformation in recent years with residential infilling and redevelopment taking place on nearly every block. The age and type of the housing stock is variable making it impossible to characterize a "typical" house, even on a particular street.

Both neighbourhoods have low densities by urban standards. Keith Lynn has about 27 people per hectare and Lynnmour South about 38.1. The densities are low because the housing stock is almost entirely comprised of detached single family dwellings. For comparison, a neighbourhood with a more diverse range of housing types like Indian River has a density of about 50 people per hectare and a high rise neighbourhood like Woodcroft has nearly 400 people per acre.

A diversity of housing types is desirable because it promotes a healthy mixture of age and income groups and lifestyles which allows people to remain in their neighbourhoods throughout the various stages of their lives. Early indications of change in this direction are now appearing with the high rise tower on the North Shore Winter Club property and the 77 registered accessory suites in the plan area.

The population of Lower Lynn is aging just as it is throughout most areas of the District and there are increasing numbers of single parent families. However, at the present time there are no seniors' or non-market projects within the plan area. Two District owned lots (Lots M and N) were investigated for these purposes but it was determined that their buildings sites were too small, noise levels would be high and the distance from amenities and services like public transportation was too great.

The viability of medium or high density family housing depends on several factors including availability of services, land assembly costs and the condition of existing housing stock. It is doubtful these criteria can be met during the term of the plan in Keith Lynn but there is some potential in Lynnmour South where a few large lots are available, land prices are lower and age and condition of housing stock is more conducive to redevelopment.

Although there are no designated heritage buildings in Lower Lynn there are two homes on the primary heritage list and three on the secondary list. All five are located in the Keith Lynn neighbourhood near Grand Boulevard. Heritage resources continue to increase in importance due to growing public awareness so it is prudent to not lose future preservation opportunities through inappropriate redevelopment.

#### 5.1 OBJECTIVES

1. To maintain high quality residential neighbourhoods.
2. To ensure provision of a diversity of housing types to meet the changing needs of the local population.
3. To protect heritage resources.

## 5.2 POLICIES

1. Infill and replacement housing must be compatible with the character of surrounding housing.
2. Lanes are to be retained unless it is proposed to rezone the property to PRO.
3. Co-ordinated street tree provision and maintenance is encouraged.
4. The provision of seniors', assisted and affordable rental housing is encouraged.
5. Homes and other buildings with heritage values will be preserved and enhanced wherever possible.

## 5.3 IMPLEMENTATION

1. Established neighbourhoods are designated Residential on the Plan Map.
2. A review of zoning regulations pertaining to building height and size and floorspace ratio will be undertaken on a neighbourhood basis with public input.
3. Resident input will be incorporated into the implementation of the District Street Tree Plan when it is finalized.
4. Curb cuts will not be approved if lane access to a property is available.
5. Multiple family development proposals will be evaluated giving consideration to the following factors:
  - a) availability of services;
  - b) viability of existing housing stock;
  - c) compatibility with the surrounding neighbourhood;
  - d) degree of neighbourhood support; and
  - e) household needs.
6. Multiple family unit sizes and parking requirements will be consistent with seniors and non-family requirements.
7. For the purposes of this plan medium density means up to 24 units per acre and high density means greater than 24 units per acre.
8. Periodic reviews of the heritage inventory will be undertaken.
9. Encourage the designation of primary heritage buildings by providing heritage plaques and investigating tax incentives for formal designation.

## 6.0

### COMMUNITY FACILITIES

Both Keith Lynn and Lynnmour South are older, established neighbourhoods. Consequently, there are few serious deficiencies in terms of available facilities. One exception is access to schools for the Lynnmour South residents. The closest elementary school is Lynnmour Community School which is north of the freeway. Children must cross under Keith Road and the freeway using poorly lit pedestrian underpasses. Parents have voiced their concern for children's safety, especially in winter when it is dark in the mornings. This issue is further addressed in the Transportation section.

Community recreational and cultural facilities within the plan area include Hendry Hall and Seylynn Hall. Hendry Hall is a small facility in Keith Lynn used locally for purposes such as a theatre group. Seylynn Hall is a much larger regional facility which receives heavy use. Despite efforts by the Recreation Commission to achieve a local programming orientation, certain specialized facilities such as a wooden dance floor, (the only one of its kind on the North Shore), and its location relative to the freeway and bus routes have resulted in a regional role. More active involvement from neighbourhood residents is a prerequisite for providing locally oriented programs such as after school programs and teen activities. Relatively minor improvements to existing facilities such as expanding available parking and provision of change and washroom facilities would expand the scope of activities at Seylynn.

The SPCA animal shelter serves both the City and District of North Vancouver. The shelter contributes to animal welfare by providing services such as animal adoption and dog walking programs. The facility occupies a very noisy location close to Main Street.

#### 6.1 OBJECTIVES

1. To ensure provision of community services at a level comparable to the District as a whole.

#### 6.2 POLICIES

1. Existing public facilities are to be maintained and improved.

#### 6.3 IMPLEMENTATION

1. Existing school and public building sites are designated Institutional on the Plan Map.
2. The Recreation Commission is requested to continue its efforts to accommodate a local orientation in recreational and other programming for Seylynn Hall.
3. The Recreation Commission is requested to maintain Seylynn Hall in its present capacity.
4. The Recreation Commission is requested to investigate the feasibility of improvements to Seylynn Hall such as additional parking, change facilities and washrooms.
5. The SPCA is requested to erect a noise barrier on their property.

## 7.0

### COMMERCIAL

Most of the retail uses are situated on either Main Street or Mountain Highway to take advantage of high traffic volumes moving to and from the Second Narrows Bridge or Dollarton Highway. For example there are service stations, tire sales, car rentals and a motor hotel.

Office space in the plan area is fairly limited at the present time. There are few true office buildings in Lynnmour South but many industrial buildings have some office space on the second floor. Office space in Lynnmour is relatively inexpensive compared to other North Shore areas and provides an opportunity for small businesses to get established.

Commercial demand is expected to increase during the next five to ten years, especially along Main Street. The plan provides for this by designating a corridor along Main Street for commercial use. Redevelopment of the vacant or under-utilized properties would upgrade the appearance of this major entrance to the North Shore and complement some of the recent redevelopment in the adjacent Brooksbank industrial area such as the North Shore Studios and Park and Tilford shopping centre. Confining additional commercial uses to the Main Street corridor will prevent further intrusion into the light industrial area thus helping to preserve this important component of the North Shore economy.

Also proposed for inclusion in the commercial corridor is Oxford Street, a noisy, congested residential street that is the main route in and out of Phibbs Exchange. If designed properly, comprehensive redevelopment of Oxford Street in conjunction with the adjacent block of Main Street would facilitate provision of proper park and ride facilities, relieve the dangerous access situation of the present Main Street businesses and perhaps provide some social amenities like public space, seniors' housing or day care.

The North Shore Economic Development Strategy recommends the establishment of a full service truck stop facility near the Second Narrows Bridge. Barrow Street is one of the few possibilities for such a facility. This role is already being fulfilled in a limited way as the Lynnwood Inn maintains a special truck parking lot there. The plan endorses this proposal. Facilities and services normally associated with a truck stop facility include such uses as: parking; repairs; truck wash; fuel, tire and accessory sales; overnight accommodation and restaurant.

#### 7.1 OBJECTIVES

1. To encourage the establishment of a commercial character to Main Street.
2. To upgrade the appearance of Main Street.
3. To improve liveability and reduce traffic conflicts on Oxford Street.

#### 7.2 POLICIES

1. General commercial use is confined to the Main Street corridor.
2. Residential use is not permitted in areas designated commercial except on Oxford Street.
3. Commercial developments are required to incorporate substantial landscaping.
4. Redevelopment of the Oxford/Phibbs Exchange area must be done on a comprehensive basis.
5. Priority is given to the establishment of full service truck stop facilities on the eastern portion of Barrow Street.

### 7.3 IMPLEMENTATION

1. The Main Street corridor is designated Commercial on the Plan Map.
2. Commercial uses are permitted only in areas designated Commercial on the Plan Map except that local commercial use may be considered on a site specific basis.
3. A new commercial zone will be created which does not permit residential use.
4. No additional C3 zones are permitted in the plan area except as appropriate in the truck stop facility.
5. Commercial areas are designated Development Permit Areas in Schedule 'B' for the purpose of implementing design guidelines.
6. The Economic Development Commission is encouraged to promote the establishment of a Business Improvement Area among the local business community.
7. Redevelopment on Oxford Street will be approved only if it can be demonstrated that it would be consistent with an overall redevelopment scheme that facilitates:
  - a) future elimination of accesses off Main Street;
  - b) improved bus access to and from Phibbs Exchange;
  - c) future improvements to Main Street and Mountain Highway;
  - d) efficient use of the property; and
  - e) compatibility with the surrounding residential neighbourhood.
8. Rezoning of Main Street properties will be considered on an individual basis.
9. Redevelopment of properties on the north side of Oxford Street will be deferred until 2/3 or more of the properties on the south side are redeveloped.
10. The Ministry of Transportation and Highways will be requested to support the establishment of a truck stop facility and consider making some of their land available for this purpose.
11. Development of truck stop facilities is contingent upon an approved storm water management plan, dust control measures, substantial landscaping and compatibility with future requirements for improvements to the Second Narrows Bridge approach.

## 8.0

# INDUSTRIAL

There are three different industrial areas in Lynnmour South: a light industrial area north of Main Street, a medium industrial area located between the railway line and Lynnterm, and the waterfront or port industrial land.

The Lynnmour light industrial area is a former residential neighbourhood containing businesses like repair shops, fabrication, light manufacturing and warehousing. Many buildings have office use on the second floor and a few have accessory sales outlets. The Lynnmour light industrial area serves a valuable role as an incubator area allowing small business to become established and viable before eventually relocating after outgrowing the space limitations of the small building sites.

The medium or general industrial area contains a mixture of manufacturing, warehousing and general industrial uses. Many, but not all, businesses service port related industries. The medium industrial area is similar in most respects to the types of development found on the adjacent I.R.2 land.

The third industrial sub-area is on the waterfront under the jurisdiction of the Vancouver Port Corporation. Most Port activities involve the handling and shipping of bulk commodities such as lumber products (Western Stevedoring), chemicals (Dow Chemical) or the proposed new pulp loading facility. The port lands are serviced by rail.

Recent trends in industrial development are inclined toward higher quality, business park-like developments similar to what is observed in the adjacent Brooksbank industrial area. New developments typically include a significant amount of office space to help offset high land and development costs. Lynnmour South is not particularly attractive for major industrial/office redevelopment, except on Main Street, because it does not have the exposure which successful business parks or office development require. Furthermore, land assembly is difficult because lots are small and ownership is fragmented.

There is concern that retail and office uses are intruding into the light industrial area and squeezing out the traditional industrial users. Industrial areas are attractive for some businesses that do not require high visibility because land is cheaper and some regulations are less stringent. The plan proposes to maintain the three industrial sub-areas basically as they are. Demand for office space can be met in the expanded commercial area along Main Street.

Production and storage of dangerous goods and their transport through the plan area are concerns to local area residents. Bylaw 5661 prohibits the manufacture of hazardous goods but a variety of chemical products is shipped via rail and port. Emergency planning and preparedness is necessary to reduce risk as far as possible.

## 8.1 OBJECTIVES

1. To accommodate demand for industrial land use in an orderly, planned fashion.
2. To encourage attractive, high quality industrial development.
3. To ensure industrial uses have no negative impacts on surrounding land uses.

## 8.2 POLICIES

1. All new industrial developments shall be required to conform to approved design guidelines.
2. Industrial uses adjacent to residential areas must incorporate substantial landscaping capable of screening the development.

## 8.3 IMPLEMENTATION

1. The Lynnterm area is designated Port Industrial on the Plan Map.
2. The industrial area south of the CNR tracks is designated General Industrial on the Plan Map.
3. The industrial area north of Main Street is designated Light Industrial on the Plan Map.
4. Industrial areas are designated Development Permit Areas in Schedule 'B'.
5. Design standards will be established and enforced at the development permit stage including landscaping requirements and provision for screening of all outdoor processes and activities including storage and parking.
6. Improvements to the District Works Yard will be undertaken to a high standard to encourage high quality development for all new projects in the light industrial area.

## 9.0

# TRANSPORTATION AND SERVICING

The transportation network has been determined by the strategic location of Lynnmour at the second narrows of the Burrard Inlet. The port lands draw rail and truck traffic into the plan area. As the eastern gateway to the North Shore large volumes of traffic destined to and from Vancouver and Lower Lonsdale pass through on Main Street. There are only two routes connecting the eastern and western portions of the District and both pass through Lynnmour South. Up to 40 buses per hour arrive and depart from Phibbs Exchange and additional traffic is generated by park and ride patrons.

There are several problems with the existing transportation network. Vehicle access to the port lands is very poor. The rail tracks can only be crossed at the Mountain Highway underpass and in the event of an emergency such as a chemical spill, evacuation would be hampered by this limitation. If the overpass were to collapse during an earthquake, vehicles could not move in or out of the area. A second grade-separated crossing at Harbour Street or a bridge across Lynn Creek to provide a link to Brooksbank in the City of North Vancouver would reduce vulnerability to this type of risk. The Mountain/Main Street intersection also poorly accommodates large trucks turning into the port industrial area.

There are three main problems with the pedestrian circulation system. To reach the Lynnmour Elementary School students must cross under the Keith Road and freeway bridges using a poorly lit pathway. Pedestrian links across Lynn Creek to Park and Tilford are poor and especially inconvenient for workers in the industrial section west of Mountain Highway. Pedestrian links through the Lynnmour south residential neighbourhood are inadequate.

The area was developed long ago, consequently all services like power, sewer, water and storm sewer are available. Not all areas are serviced with sidewalks, however. Parts of the Keith Lynn neighbourhood and the light industrial area west of Mountain Highway would be improved in terms of pedestrian convenience and safety if sidewalks were installed. Storm sewer capacity is a limitation in the industrial area south of Main Street.

## 9.1 OBJECTIVES

1. To provide a safe, orderly and efficient pedestrian and vehicle circulation system.

## 9.2 POLICIES

1. Modification of Highway 1 interchanges is encouraged.
2. In the long term a bridge over Lynn Creek at Crown Street is endorsed.
3. A second route to service the Port Industrial area is endorsed.
4. Pedestrian and/or bicycle routes should connect all neighbourhoods and provide access to services and facilities.

## 9.3 IMPLEMENTATION

1. The Provincial Government is requested to redesign the Mountain Highway - Highway 1 and Fern Street interchanges.
2. The Provincial Government is requested to conduct a feasibility study of a Keith Road overpass connecting Keith Road and Mount Seymour Parkway.
3. The Provincial Government is requested to consider a bridge over Lynn Creek at Crown Street.



4. The Provincial Government is requested to accommodate future improvements to the Main Street and Mountain Highway intersection when design options for Highway #1 interchange are finalized.
5. The Provincial Government is requested to design a direct bus-only access from Phibbs Exchange to the freeway.
6. The Provincial Government is requested to install removable median barriers at the Main Street off-ramp and the Keith Road on-ramp for alternative emergency routes.
7. A cost and feasibility study of a second grade-separated rail crossing at Harbour Avenue compared to a bridge over Lynn Creek to connect to Brooksbank Street should be undertaken.
8. The feasibility of providing pedestrian access over Lynn Creek in the vicinity of the District Works Yard to improve pedestrian access to the Park and Tilford shopping centre will be investigated.
9. Improved lighting in the pedestrian underpasses at the Keith and Freeway bridges will be provided and the possibility of a pedestrian overpass will be examined during the redesign of the Highway #1 interchanges.
10. Sidewalks are to be provided as a condition of redevelopment in the Lynnmour light industrial area.
11. Improved street lighting is to be provided as a condition of redevelopment in Lynnmour.
12. A pedestrian route will be improved along Orwell Street to provide better access to Seylynn and Bridgman Parks for Lynnmour South residents.
13. Bicycle routes will be recommended in the Bicycle Route Plan currently in preparation.

## **10.0 MAIN STREET DESIGN AND IMAGE OBJECTIVES**

The plan area is situated at the eastern gateway to the North Shore. Upwards of 50,000 vehicles a day travel on Main Street most of which would be destined to (or from) downtown Vancouver or the Seymour area. However, the appearance of Main Street is unattractive; there are several vacant or under utilized properties, many buildings are of marginal quality, most properties have inadequate landscaping to soften the appearance of the street frontage or parking areas, and the image generally projected is that of an unattractive mixture of automobile sales and services, gas stations, light industrial, and miscellaneous other uses.

Main Street is in a period of transition from an industrial and automobile strip orientation to a mixed use street. There is obvious redevelopment potential and therefore an opportunity to reshape the role of Main Street into that of an attractive entrance to the municipality with higher density mixed use development permitted as an incentive to replace the industrial and automobile related uses.

### **10.1 OBJECTIVES**

1. To improve the appearance of Main Street as the District entrance from the Second Narrows.

### **10.2 POLICIES**

1. A unified design theme will be developed to guide future development on Main Street.
2. An attractive entrance feature and landscaping will be installed on Main Street near Orwell Street.

### **10.3 IMPLEMENTATION**

1. A study will be commissioned to design an attractive entrance way and recommend a design theme for the Main Street corridor. Local business, the Economic Development Commission, the Squamish Band and the Ministry of Highways will be encouraged to participate in the study.

**SECTION 11.0 SEYLYNN VILLAGE**

Seylynn Village will be a comprehensively-planned new community based on planning principles for a sustainable community that successfully integrates environmental, economic, and social goals and objectives. The character of the community will be compatible with the larger context of the North Shore and Region.

An area between Fern Street and Hunter Street is designated as a "Special Study Area" while a more comprehensive planning review of the wider context is completed. A broader view is necessary in order to assess whether the Special Study Area should be a transition zone from high density development north of Fern Street to the existing single family neighbourhood, or if it would more appropriately be some other mix of land uses, including a continuation of the mix of land uses and density of the Seylynn Village concept.

The following objectives and policies are based on sustainable community planning principles that will guide development of the Seylynn Village project in a manner that achieves short-term objectives within a longer-term planning context.

For certainty, wherever the term Seylynn Village is used in Section 11 it refers to the area designated as "Seylynn Village" on the plan.

**11.1 Seylynn Village - Sustainability**

A sustainable community consists of diverse housing alternatives, jobs, retail shops, community services and recreation opportunities that are connected through an effective transportation system to nearby schools, parks, shops, and key destinations throughout the municipality and region. A sustainable community is one that minimizes energy and resource consumption, protects ecological features and functions, includes best stormwater management practices, addresses community needs (e.g. housing and social services), and contributes to a vibrant economy.

The development of Seylynn Village should conserve energy and minimize demand on fossil fuels through the use of alternative "green energy" sources, including options for district energy strategies. "Green Building" measures to reduce energy consumption and minimize greenhouse gas emissions shall be pursued. Street orientation, the placement of buildings, innovative technologies, landscaping, and the use of solar access and shading should all help to contribute to more energy efficient community.

The proposed neighbourhood shall provide for the efficient use of water using water conservation and demand management measures such as efficient fixtures and appliances and on-demand hot water in proposed buildings, as well as drought tolerant landscaping and water collection and recycling where appropriate.

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

Seylynn Village itself does not contain significant ecological features, but development on the site has the potential to impact, both positively and negatively, nearby ecological areas such as watercourses and riparian areas. Accordingly, the incorporation of natural drainage, natural stormwater management/on-site infiltration, greenway links for pedestrians, bicycles, birds and insects, and urban forest features and vegetation enhancement will be integral components of site planning and design.

**11.1.1 Objectives**

1. To Create a Complete, Integrated, and Sustainable Neighbourhood
2. To Conserve Energy and Resources and Minimize Waste and Greenhouse Gas Emissions
3. To Protect and Enhance Ecological Features and Functions

4. To Recognize Local Heritage and Enhance a Sense of Place
5. To Enhance Economic Viability and Development
6. To Provide for Diverse Housing Needs
7. To Provide an Effective Transportation System that Supports Walking, Cycling and Transit and Reduces Car Dependency
8. To Improve Local and Regional Connections

11.1.2. Policies

1. An "integrated systems approach" to planning and re-development that considers the relationship of the development to the long-term environmental, social and economic sustainability of its local and broader surroundings will be applied.
2. Employment, basic social needs, and public services should all be available to residents within easy walking or cycling distance.
3. Innovative and entrepreneurial retail and other small business ventures are encouraged in order to promote local economic well-being and community vibrancy as well as to provide employment opportunities.

11.1.3 Implementation

1. Re-development proposals must incorporate pedestrian, cycle, transit, car-sharing measures, and explore other sustainable transportation alternatives.
2. Re-development proposals must incorporate measures for water conservation and waste reduction and provide for effective recycling and composting programs.
3. Land use and site planning proposals must incorporate low-impact development measures to manage onsite stormwater in a manner that respects natural hydrologic functions and preserves and protects natural watercourses and aquatic habitats.
4. Re-development proposals must incorporate green building and green infrastructure design attributes.
5. All buildings must be designed to perform to an environmental standard equivalent to LEED "Silver" or higher.
6. Land use and site planning proposals must incorporate suitable measures to improve energy efficiency and solar orientation, including exploration of alternative renewable energy sources.
7. Re-development should enhance social sustainability through social inclusion, safety and security, quality of life, sense of belonging, and healthy living for people of all ages and abilities within the community.

**11.2 Seylynn Village - Land Use Mix**

Seylynn Village will be primarily a residential community but the land use mix will also provide a range of retail, service and entrepreneurial work opportunities to meet the needs of residents of Seylynn Village and the surrounding neighbourhood. Shops, cafes and live-work units designed at a pedestrian scale will provide convenience and social opportunities for residents as well as helping to animate the village centre.

**11.2.1 Objectives**

1. To integrate a diverse mix of land uses that facilitate the development of a compact and complete community with minimal reliance on automobile travel.
2. To achieve a variety of housing choices, live/work studios, commercial and employment opportunities, community facilities and public spaces in a compact, high-quality neighbourhood.

**11.2.2 Policies**

1. Seylynn Village must contain a diversity of housing types and tenures.
2. Retail shops/services and community uses must be provided within the re-development.
3. Live/work spaces are encouraged where they provide a physical connection to the ground/street level.

**11.2.3 Implementation**

1. At least 2.5% of the aggregate floorspace in Seylynn Village must be dedicated to commercial uses.
2. Up to 700 residential units with residential floor area to a maximum overall density of 3.0 Floor Space Ratio is appropriate for the area designated as Seylynn Village. An additional 0.2 Floor Space Ratio is appropriate as floor area for commercial and amenity areas and other land uses for a total maximum Floor Space Ratio of 3.2.
3. Re-development is contingent upon the provision of community amenities, the achievement of urban design objectives, and the application of transportation demand management measures and sustainable development measures.

**11.3 Seylynn Village - Infrastructure, Community Services and Amenities**

Re-development in Seylynn Village must include appropriate improvements to local infrastructure, including water, sanitary sewer, and storm-sewer infrastructure. Community amenity provisions are necessary to reflect an appropriate balance between the increase in development potential for the subject lands and the needs of the proposed and surrounding neighbourhoods.

Specific targets for infrastructure improvements and community amenities must be established, along with a general prioritization of identified community amenities.

**11.3.1 Objectives**

1. Improvements to local services including water, sanitary sewer, and storm sewer must reflect the increased demands arising from re-development.
2. To provide a positive contribution to the existing and future community by enhancing community amenities including (but not limited to) public recreational or other open space areas, cultural, institutional facilities and community services in association with re-development of the Fern Street area.
3. To provide ready access to public spaces and community facilities and services where people of all ages and abilities can safely engage and interact.

**11.3.2 Policies**

1. Municipal development servicing policies will apply, and will require upgrades to municipal infrastructure.

2. Community services and public amenities that are part of the required amenity package should include, but are not limited to:
  - Rental, affordable, and special needs housing
  - Improved pedestrian/bicycle links
  - Public playground, playing fields and recreation facilities
  - Multi-purpose community space
  - Daycare for all age groups, including adult
  - Multi-purpose trail links across Lynn Creek
  - Cultural space
  - Public art
3. The amenity package should reflect an appropriate balance between the increase in development potential for the subject lands, and the needs of the projected population as well as surrounding neighbourhoods.

11.3.3 Implementation

1. One or more Engineering Servicing Agreements will be required in conjunction with any proposal to rezone.
2. Agreements necessary to accommodate utility installations, services, access, and changes in land use are required prior to rezoning.
3. Agreements securing the provision, construction, and phasing of community facilities and/or amenities are required prior to rezoning.

**11.4 Seylynn Village - Housing**

A new residential community in Seylynn has the potential to assist in providing housing types that are needed in the continuum of housing types, tenures and unit sizes currently available in the District.

As of 2006, the average household size in the District is only 2.3 persons, but single-family detached dwelling units account for more than two-thirds of the municipality's housing stock. There are relatively few purpose-built apartment units designed to suit one- and two-person households such as seniors, empty-nesters and childless couples despite the fact that the proportion of family households with children living at home has steadily declined. Rental and affordable accommodation is also in relatively short supply. Only about 20% of dwellings in the District are rental, compared to approximately 35% throughout Metro Vancouver. Detached house and townhouse prices have escalated out of reach for most first time buyers.

Seylynn Village presents an opportunity to provide a higher-density of residential population in an appropriate area that is close to employment and accessible to a transit hub (Phibbs Exchange). Only a small minority of District residents live within walking distance of employment opportunities, and these opportunities should be enhanced where possible.

11.4.1 Objectives

1. To provide suitable accommodation for a range of income levels, ages, abilities and family composition including seniors, young families, disabled and special needs individuals.
2. To provide affordable rental and non-rental housing.

11.4.2. Policies

1. Residential units must include a diversity of housing types and unit sizes to provide accommodation for a wide range of income levels, age groups, abilities, and family composition throughout various life stages.

2. A minimum of 20% of the aggregate of all residential units in Seylynn Village must be rental, and no less than 10% must be secured as such in perpetuity through a Housing Agreement.
3. A minimum of 10% of the aggregate of all residential units in Seylynn Village must be affordable as determined by the District of North Vancouver to low income households. "Low income households" are defined as those with income at or below 80% of the median household income for the District of North Vancouver.

#### 11.4.3 Implementation

1. Required affordable housing in Seylynn Village must be secured at the time of rezoning.
2. If less than 20% of the residential units are secured through a Housing Agreement for rental purposes, a restrictive covenant must be placed on all strata units in Seylynn Village forbidding strata councils from enacting restrictions on the ability of owners to rent individual units.
3. Affordable units must be provided in approximately the same proportional unit mix (i.e. 1 bedroom; 2 bedroom; etc.) as the overall development project.
4. Innovative housing formats, such as student-oriented "lock-off" suites are encouraged in re-development.
5. No less than 50% of all residential units in Seylynn Village must be built to a "Level 2" (or equivalent) adaptability standard.
6. No less than 10% of all residential units in Seylynn Village must be built to a "Level 3" (or equivalent) adaptability standard.

#### 11.5 Seylynn Village - Urban Design

Seylynn Village will be a neighbourhood-scaled centre within the larger Lower Lynn community, where schools, major shopping, industries and offices, and a transit exchange exist in close proximity. All planning will be directed to assist in creating a complete and integrated community containing a diversity of housing, shops, workplaces, parks and civic facilities essential to the daily life of the people who live, work, and play there. An "integrated systems approach" in the design and planning of Seylynn Village will be employed – an approach that considers the relationship of the development to the environmental, social and economic components of its local and broader surroundings and incorporates consultative and cooperative decision-making.

The heritage of Lower Lynn and the surrounding community will be recognized in the design of Seylynn Village where possible, and measures to enhance livability and create a unique "sense of place" for the area reflecting the local and broader District heritage and culture will be incorporated. Public art will be integrated in appropriate areas to enhance the sense of place and celebrate culture.

##### 11.5.1 Objectives

1. To create a community with a distinctive sense of place and neighbourhood identity.
2. To recognize and respect the new community's context within Lower Lynn.
3. To create an attractive, vibrant and liveable suburban village that incorporates high quality and elegant "Green Building" element, attractive streetscapes, vibrant urban public spaces, public art and landscaping.

##### 11.5.2. Policies

1. Seylynn Village must have a central focus that combines commercial and community uses, and one that supports its unique identity. Public spaces should be designed to encourage use throughout the day.

2. Plans for re-development shall consider the effects of scale and character, relationships between nearby buildings, open spaces and roadways (including Highway 1), the landscape context and view corridors, as well as appropriateness for Lower Lynn.
3. Linkages must be created between open space areas and parks, streets, transit routes, utility rights-of-ways and other linear corridors.
4. Building forms and land use regulations shall allow for a variety of residential and commercial activities. Linkages should be strengthened to the existing industrial area to the south-west to encourage local employment for the population housed in Seylynn Village.
5. Community structure and layout should be designed so that housing, jobs, daily needs and other activities are within easy walking distance, and those not within walking distance are accessible by transit.
6. Re-development of the "Special Study Area" shall proceed only after a comprehensive planning study of the surrounding area south to Main Street and west to Lynn Creek has been completed.

#### 11.5.3 Implementation

1. Re-development of the area designated "Seylynn Village" will include a pedestrian-oriented "Village Centre" with commercial and community uses at grade level.
2. High rise buildings should present a modest scale at the streetwall, with higher levels behind.
3. Building height must not exceed 25 storeys.
4. Buildings should be sited and designed to mitigate highway noise.
5. Plans for re-development should incorporate attractive public spaces, paving, lighting, pedestrian entrances, seating, landscaping, public art and other design features to create an attractive, and liveable suburban village.
6. Phasing of development in Seylynn Village shall proceed in a logical manner that
  - a.) allows for appropriate future transportation improvements (including potential changes to Highway 1 access and the east-west extension of East Keith Road), road widenings, intersection improvements, traffic movements, and parking, as development proceeds, and
  - b.) provides for the construction of appropriate community amenities as development proceeds.
7. Details of development phasing are to be resolved at the rezoning and development permit review stages.
8. Detailed development guidelines for Seylynn Village must be adopted prior to rezoning, which shall include requirements for visual impact assessments.
9. A detailed development master plan, conforming to the development guidelines, is required to be adopted prior to rezoning.
10. No changes to zoning in the area designated "Special Study Area" will be considered until the wider area planning study for the remaining Lower Lynn area has been completed.

#### 11.6 Seylynn Village - Transportation Network and Circulation

Seylynn Village provides an opportunity to mitigate some of the impacts of existing Highway 1 access challenges in the community, including past closure of the E. Keith Road on-ramp to Highway 1 and future nearby commercial

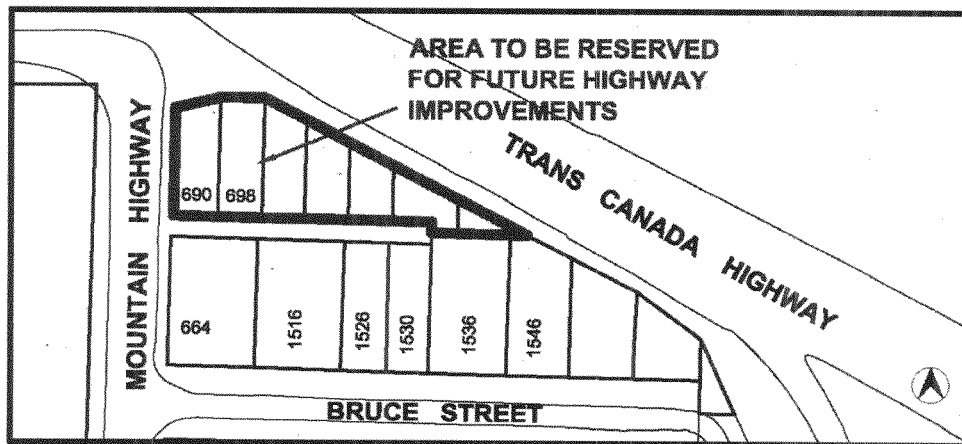


development. It is important that any changes in land use be accompanied by appropriate commitments to transportation system upgrading.

Local road improvements are necessary to serve and enhance local road network traffic circulation, and these improvements must be evaluated in the context of achieving an effective circulation system that supports walking, cycling and transit use, as well as reductions in private automobile dependency.

Land use proposals for the site must recognize potential future changes to Highway 1 and Mountain Highway, including possible changes to alignments for East Keith Road, the Mountain Highway interchange, and the Fern Street intersection at Highway 1. Because transportation issues are a key concern in this community and additional consultation is needed with the Ministry of Transportation to assess timing and commitment to potential highway infrastructure changes it is prudent to protect for future transportation improvement options. Accordingly, a portion of the Seylynn Village site area is reserved for future highway improvements in the event that this opportunity presents itself.

Figure 1



#### 11.6.1 Objectives

1. To provide suitable opportunities for pedestrian, cycle and transit movements to reduce reliance on private automobile use and achieve a reduction in per capita vehicle travel among existing and future Lower Lynn residents.
2. To mitigate the impact of new development on the local transportation network at current levels with improvements to Fern Street, Mountain Highway, and local intersections.
3. To facilitate potential opportunities for future improvements to the Highway 1 corridor to improve the flow of regional and local traffic.
4. To facilitate connections and linkages to neighbouring commercial centres, schools, employment areas and transit nodes.
5. To establish a complete community with diverse housing, shops, jobs, and community services that are connected to the larger context including the neighbourhood, nearby schools, parks, shops, and key destinations in the municipality and the region.

**11.6.2. Policies**

1. Proposals for re-development of the Fern Street area must provide local road improvements needed to serve and enhance traffic circulation on the local road network and mitigate the impacts of new development.
2. Internal roads within Seylynn Village or the Special Study Area that are privately-owned must have public-use agreement(s) to ensure full-time public access to on-site roadways.
3. Re-development proposals must demonstrate effective transportation components that support walking, cycling, transit movements, car-sharing, and reductions in private automobile use.
4. Re-development proposals must demonstrate appropriate connections to local and regional transit, road networks, services, schools, major retail uses and employment, recreational and other important destinations will be enhanced.
5. Re-development proposals shall improve pedestrian safety and facilities, vehicle safety and circulation, as well as enhance pathway connections to existing parks and facilities including Lynnmour School.
6. Transportation demand management measures shall be incorporated to reduce dependency on the automobile.
7. Reduced parking ratios will be considered in conjunction with appropriate transportation demand management measures.
8. Potential future development in the Special Study Area must be considered in any transportation network improvements relating to Seylynn Village.
9. Development proposals must provide safe and sufficient site access and endeavour to improve existing traffic flows.
10. Streets, pedestrian paths, and bike paths should provide a system of safe, comfortable, fully-connected, efficient, and interesting routes to local destinations.

**11.6.3 Implementation**

1. Road widenings and intersection improvements necessary to serve new development and enhance traffic circulation on the local road network are required as part of re-development of the Fern Street area.
2. Land use proposals for Seylynn Village must recognize potential future Provincial Ministry of Transportation improvements to Highway 1. Such changes could impact alignments for E. Keith Road, Mountain Highway, and the Fern Street intersection at Highway 1.
3. The north-west portion of Seylynn Village as shown on Figure 1 must be reserved for potential future highway improvements. The reserved area will be delineated and secured by covenant at the rezoning stage.
4. The District of North Vancouver will continue to work with the Provincial Ministry of Transportation to address transportation issues in this area that are related to Highway 1.
5. Municipal road allowances within the Seylynn Village area shall be considered for inclusion in re-development through the sale and/or exchange of these road allowance areas.
6. Fern Street is to remain as a two-way, east-west connector road until such time as satisfactory alternative transportation network additions making Fern Street redundant have been provided.
7. Improvements to pedestrian and bicycle connections to Phibbs exchange, local schools, and local parks must be provided, including improvements to pedestrian and cyclist safety.

8. Effective transportation demand management measures to reduce dependency on the private automobile are required. Transportation demand management measures are to be provided through an agreement and to the satisfaction of the District of North Vancouver with an annual performance-monitoring and reporting program, to be sponsored by the applicant.
9. Where reductions in parking ratios are implemented, an on-going performance monitoring system shall be in place to ensure that sufficient parking is provided. Remedial measures in successive development phases may be required, should the need be identified.

## SCHEDULE OF LAND USE CATEGORIES

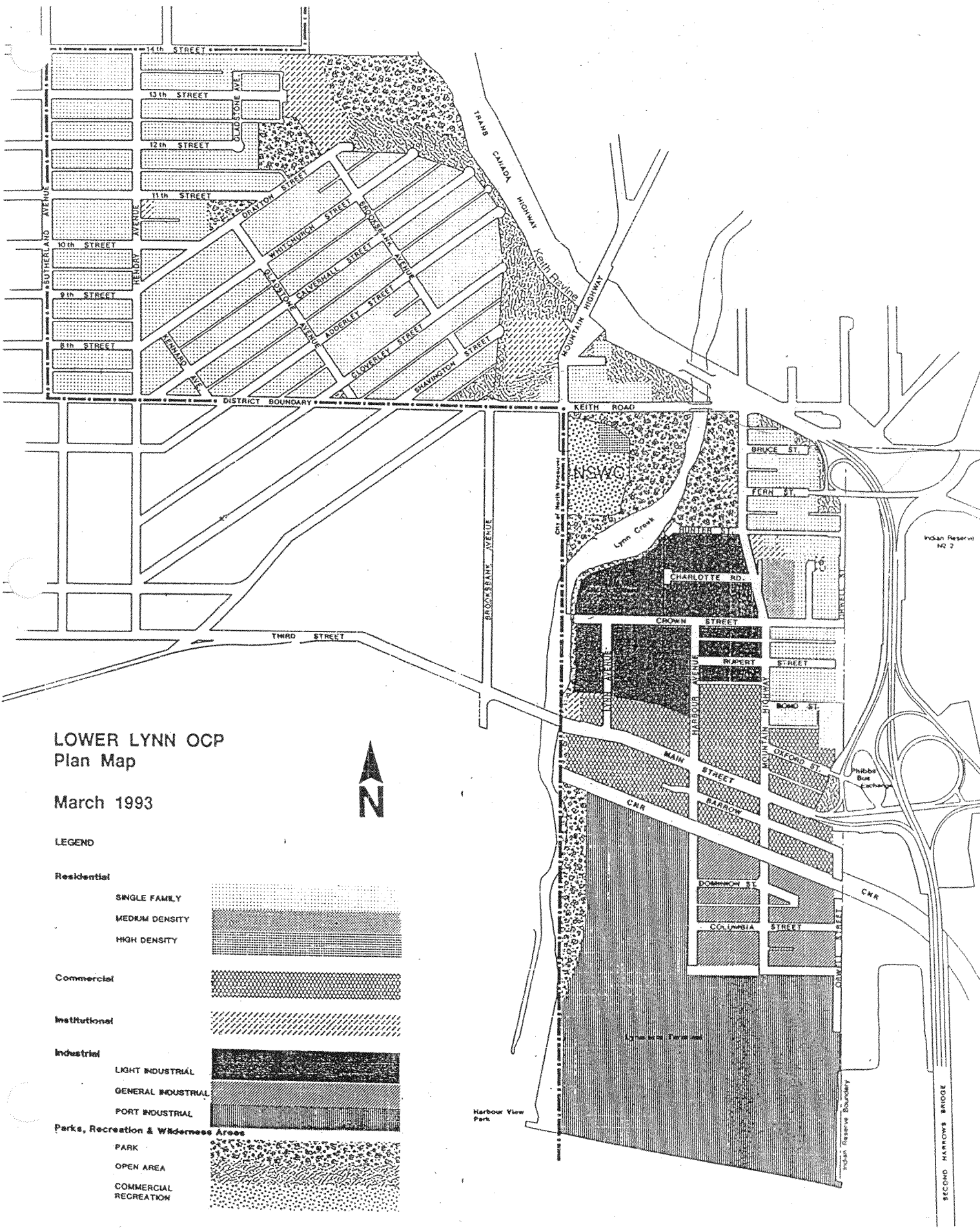
	<b>PERMITTED USES</b>
<p><b>RESIDENTIAL</b></p> <p>Single Family Medium Density</p> <p>High Density</p>	<p>Detached houses on separate lots Attached or detached housing units at densities of 60 units per hectare (24 units per acre) or less</p> <p>Attached housing units exceeding a density of 60 units per hectare (24 units per acre)</p>
<p><b>COMMERCIAL</b></p>	<p>Retail, office or service uses</p>
<p><b>INSTITUTIONAL</b></p>	<p>Schools, churches, theatres, public recreation and other public buildings</p>
<p><b>INDUSTRIAL</b></p> <p>Light Industrial</p> <p>General Industrial</p> <p>Port Industrial</p>	<p>Uses permitted in the I3 zone of the District of North Vancouver Zoning Bylaw</p> <p>Uses permitted in the I2 zone of the District of North Vancouver Zoning Bylaw</p> <p>Uses permitted in the I1 zone of the District of North Vancouver Zoning Bylaw</p>
<p><b>PARKS, RECREATION AND WILDERNESS</b></p> <p>Park</p> <p>Open Space</p> <p>Commercial Recreation</p>	<p>Areas intended for outdoor recreation and the use and enjoyment of the natural environment</p> <p>Areas intended to be retained as vegetated buffers or aesthetically landscaped</p> <p>Private recreation facilities</p>

Attachment 2

**SCHEDULE OF PLAN MAP LAND USES**

**SEYLYNN VILLAGE:** Areas intended primarily for comprehensive redevelopment to a suburban village centre with a sustainable mix of commercial, institutional, recreational and residential land uses integrated into the wider community by an effective network of pedestrian and cycling linkages.

**SPECIAL STUDY AREA:** Areas designated for comprehensive planning study to determine the optimum future land use mix.



**LOWER LYNN OCP  
Plan Map**

March 1993



**LEGEND**

<b>Residential</b>	
SINGLE FAMILY	
MEDIUM DENSITY	
HIGH DENSITY	
<b>Commercial</b>	
<b>Institutional</b>	
<b>Industrial</b>	
LIGHT INDUSTRIAL	
GENERAL INDUSTRIAL	
PORT INDUSTRIAL	
<b>Parks, Recreation &amp; Wilderness Areas</b>	
PARK	
OPEN AREA	
COMMERCIAL RECREATION	

SECOND HARBORS BRIDGE

**ATTACHMENT 1**

**OPEN AREA TO SEYLYNN VILLAGE**

**OPEN AREA TO SEYLYNN VILLAGE**

**OPEN AREA TO SPECIAL STUDY AREA**

**SINGLE FAMILY TO SEYLYNN VILLAGE**

**SINGLE FAMILY TO SPECIAL STUDY AREA**

**MOUNTAIN HIGHWAY**

**FORSMAN AVE**

**KEITH ROAD**

**KEITH RD**

**TRANS CANADA HIGHWAY**

**BRUCE STREET**

**FERN STREET**

**HUNTER STREET**

**BYLAW 7689**



THE  
LOWER  
LYNN  
OFFICIAL  
COMMUNITY  
PLAN

SCHEDULE "B"



**B** **1.0**

## **DEVELOPMENT PERMIT AREA DESIGNATIONS**

Pursuant to s.945 of the Municipal Act the lands shown on the DPA Map are designated development permit areas for the purpose of providing guidelines for the form and character of commercial, industrial and multi-family residential development.

Development guidelines for "Protection of the Natural Environment", and "Protection of Development from Hazardous Conditions" are contained in the District Official Plan and are displayed here for information purposes only. The reader should refer to the District OCP for complete information respecting development within areas designated for these purposes.

## 2.0

# MAIN STREET COMMERCIAL CORRIDOR

The Main Street Development Permit Area is established in order to regulate the form and character of commercial, industrial and multi-family residential uses to achieve several objectives identified in the OCP.

The overriding objective is to upgrade the appearance of Main Street in recognition of its importance as one of two gateway entrances to the District of North Vancouver. Design guidelines will be complementary to and reinforce Municipal expenditures and other actions oriented to beautification of Main Street.

In addition to properties fronting Main Street there are special considerations that apply to sub-areas of the Main Street corridor. Some of the specific considerations are addressed through plan policies and others by DPA guidelines.

## 2.1 Objectives

- 2.1.1 To create a high quality, attractive built environment on the Main Street corridor that reflects its role as a gateway to the District of North Vancouver.
- 2.1.2 To establish a residential edge to Lynnmour South to preserve the liveability of the residential neighbourhood.
- 2.1.3 To encourage redevelopment on a comprehensive basis to achieve an orderly conversion of land use.
- 2.1.4 To improve access of Main Street commercial properties and minimize parking congestion on Oxford Street.
- 2.1.5 To accommodate possible future transit facility improvements including park and ride facilities and improved bus access routing.
- 2.1.6 To encourage the establishment of a serviced truck stop facility.

## 2.2 Guidelines

- 2.2.1 Scale and massing of new buildings must be complementary to adjacent properties.
- 2.2.2 Buildings should be sited at the front of the property with parking behind.
- 2.2.3 Parking areas should be broken down into clusters of twenty stalls or fewer, defined or enclosed by landscaping.
- 2.2.4 Parking areas must be screened from residential properties by landscaping and fencing.
- 2.2.5 Loading bays, refuse containers and storage areas must not be visible from Main Street.
- 2.2.6 Landscaping for building sites and street frontage must be co-ordinated with landscape design and plant types on adjacent properties to achieve a unified effect.
- 2.2.7 Electrical, telephone and other utility services must be located and screened to minimize visibility. Overhead wiring should be replaced with underground wiring when the opportunity presents itself.

- 2.2.8 The extensive use of intense colours on buildings is discouraged.
- 2.2.9 Attached and free-standing business signs must be complementary in location, size, colour and materials to on-site and surrounding buildings. Signs must not visually dominate the development.
- 2.2.10 Redevelopment of properties on the 1500 block of Main Street (north side) must be preceded by consolidation with adjacent Oxford Street property and the dedication of 6 metres of Main Street frontage to accommodate the future widening of Main Street.. Newly created lots must have 30 metres or more frontage and not preclude redevelopment of adjacent properties.
- 2.2.11 Buildings must be designed to prevent overlooking and shadowing of single family residential properties.
- 2.2.13 A minimum 15 metre rear yard setback is required for properties on the north side of Oxford Street.
- 2.2.14 A maximum building height of 8.0 metres applies to properties on the north side of Oxford Street.
- 2.2.15 Development proposals on Barrow Street must be accompanied by a dust control plan; storm water management plan and a landscaping plan.
- 2.2.16 Truck parking areas must be screened from Main Street and must be hard surfaced.

## **3.0**

### **LYNNMOUR INDUSTRIAL**

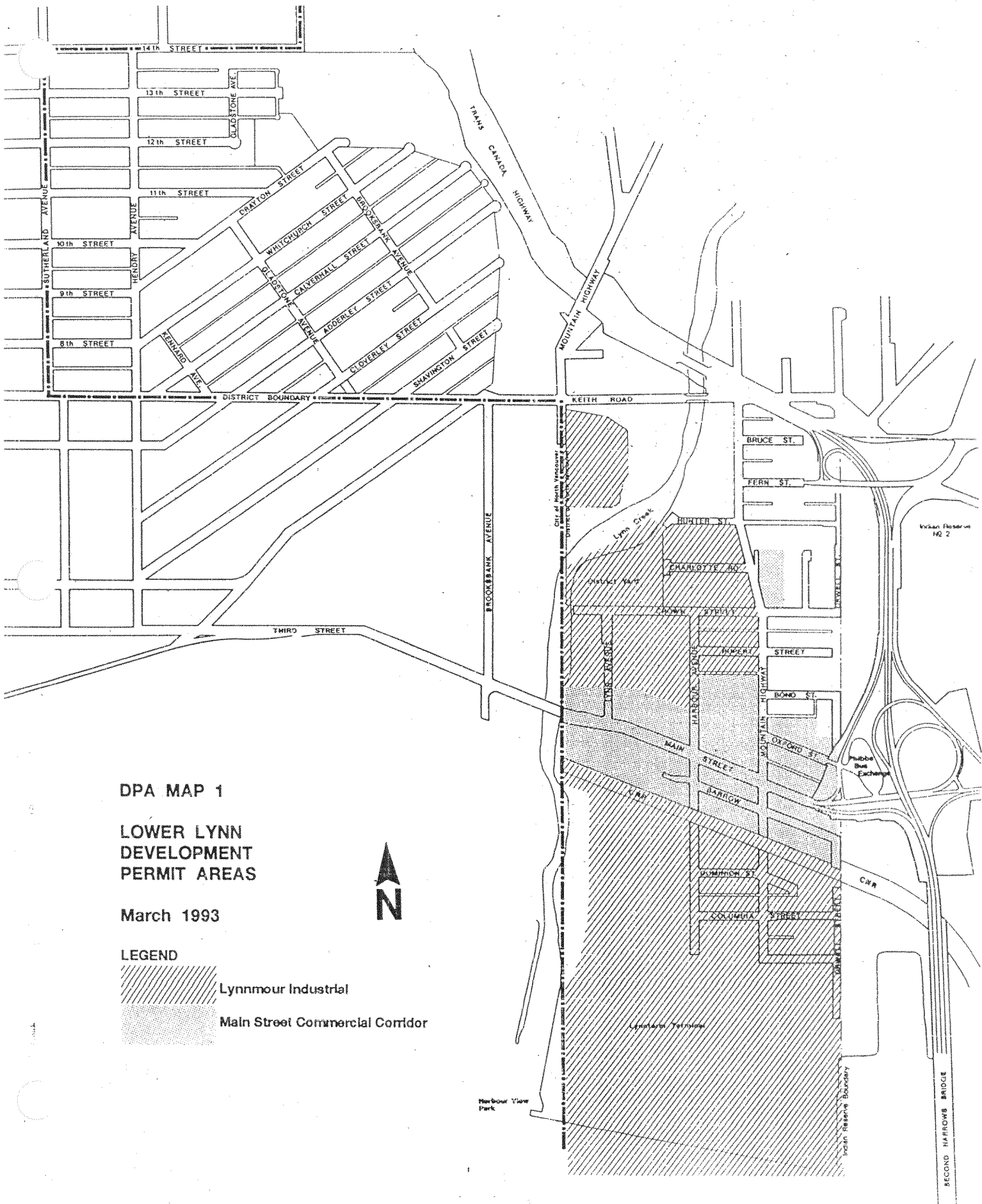
The three industrial areas have been in existence for twenty years or more and are more or less fully built. Lot sizes are generally small and development occurred on a piecemeal basis. Consequently there is no consistency of development to build upon when determining design guidelines. The guidelines are therefore quite general in scope and recognize the reality that future redevelopments will tend to be relatively small scale.

#### **3.1 Objectives**

- 3.1.1. To upgrade and improve the appearance and quality of the industrial areas.
- 3.1.2. To recognize the predominant small-scale nature of development.
- 3.1.3. To reinforce the boundary between the light industrial area and the Lynnmour residential neighbourhood.

#### **3.2 Guidelines**

- 3.2.1. Pedestrian amenities such as sidewalks and street lighting must be provided.
- 3.2.2. Parking, outdoor storage, loading bays and refuse containers must be located and screened to minimize their visibility.
- 3.2.3. Utility services must be located and screened to minimize their visibility.
- 3.2.4. Landscaping design and plant types must be co-ordinated with adjacent properties and Main Street properties to achieve a unified effect.
- 3.2.5. Appropriate acoustical design must be utilized to minimize noise levels on properties adjacent to residential or commercial uses.





**DPA MAP 1**

**LOWER LYNN  
DEVELOPMENT  
PERMIT AREAS**

March 1993



**LEGEND**

-  Lynnmour Industrial
-  Main Street Commercial Corridor

Harbour View Park

Indian Reserve Boundary

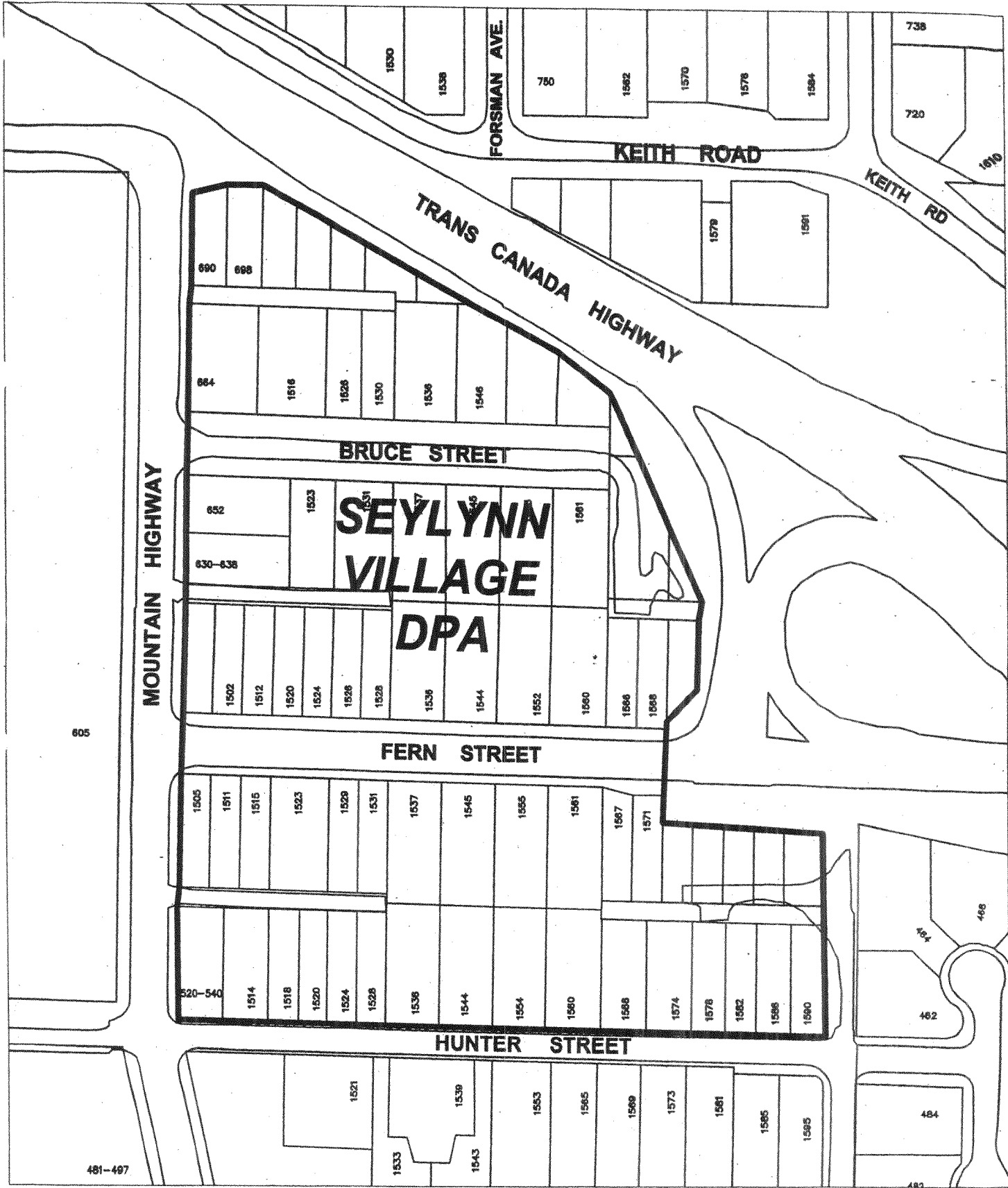
SECOND HARBOR BRIDGE

Indian Reserve No. 2

Phibbs Bus Exchange

Lynnmour Technology

City of North Vancouver  
 District of North Vancouver  
 Planning Department  
 1100 West Broadway  
 Vancouver, B.C. V6H 1G6  
 Tel: 604-273-3100  
 Fax: 604-273-3101



# APPENDIX 1: LOWER LYNN PROFILE

## 1. LAND USE (HECTARES)<sup>1</sup>

	Keith Lynn	Lynnmour South	Total
Residential	55.6	10.1	65.7
Light Industrial <sup>2</sup>		21.7	21.7
Heavy Industrial		29.6	29.6
Commercial		6.6	6.6
Parks and Open Space	5.9	15.4	21.3
Institutional	4.1	0.5	4.6
Road and Rail r/w <sup>3</sup>	20.6	25.6	46.2
Vacant		0.7	0.7
<b>TOTAL</b>	<b>86.2</b>	<b>110.2</b>	<b>196.4</b>

<sup>1</sup>All figures approximate

<sup>2</sup>Includes office use

<sup>3</sup>Road r/w estimated at 25% of gross land area except for heavy industrial (20%) and parks and open space (10%)

2. POPULATION AND HOUSING (1992)

	Keith Lynn	Lynnmour South	Total
Population	2,339	603	2,942
Detached Units	768	198	966
Reg. Accessory Suites	48	28	77
Households	816	227	1,043
Pop/Household	2.87	2.66	2.82

3. COMMERCIAL/INDUSTRIAL FLOOR SPACE (1989)

	Square Feet (Metres)
Office	46,109 ( 4,284)
Retail and Service	501,571 (46,596)
Industrial	761, 949 (70,785)

4. COMMUNITY FACILITIES AND PARKS

North Shore Winter Club (privately owned)

Lynnmour Fire Hall

Seylynn Community Hall

Hendry Hall

Brooksbank Elementary School

Keith Lynn Alternate Secondary School

Bridgman Park

Brooksbank Park

Michael Park

Seylynn Park

Harbour View Park

SPCA Animal Shelter

District of North Vancouver Works Yard