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**Credits:**

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

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

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

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

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

People living and working in Lynn Creek value its natural setting of mountains, forest, and the river and the outdoor recreation activities that can be pursued in the area. The industries, both past and present, that have shaped the economy and provide workplaces are seen as important elements of the local character.

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

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

Purpose of the Guidelines

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

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

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

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

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

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

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

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

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

The Lynn Creek Town Centre Design Guidelines are based on the land use concept plan as outlined in the Lower Lynn Town Centre Implementation Plan.

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

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

Sample Images of existing context
These guidelines are intended to coordinate design of the public realm to achieve a character and sense of place that expresses the area’s history and evolution, its natural setting along Lynn Creek, and intentions for its emergence as a Town Centre within the District of North Vancouver.

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

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

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

**Town Centre Core**

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

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

- Streetscapes and building guidelines seek to completely revitalize the public realm to achieve a strong pedestrian environment with wide sidewalks, street trees, weather protection, site furnishings, public art, and interesting, engaging building edges.

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

- Open space in the Town Centre core focuses on a combination of Seylynn Park, a green community park with a variety of recreational and environmental amenities, and a new urban plaza and interconnecting mews, a place edged by buildings with daily and special event programming. The detailed design and programming response in these two complementary spaces should be integrated to offer Lynn Creek a wide and varied mix of public realm amenities.

Residential Neighbourhood

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

The Residential Area is anticipated to redevelop through assemblies of several adjacent properties.

To facilitate redevelopment of partial block parcels and avoid awkward transitions where current uses lag in their redevelopment, existing sidewalk and curb locations are retained for many residential streetscapes. These streets typically have low levels of traffic so there is less need to buffer pedestrians from traffic by an intervening boulevard strip as is specified for the Town Centre core.

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

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

Light Industrial/Commercial Area

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

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

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

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

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

**Seylynn and Bridgman Parks**

Seylynn and Bridgman Parks as well as future Spirit Trail connections through the park will continue to play a critical role in the Town Centre, offering active and passive space for the community. This natural asset is closely tied to river, walking trails and further connections throughout the Lynn Creek system including the Sea to Sky link to the Inter-River community. The proximity of these parks to the Town Centre establishes a natural connection between urban form, open spaces and the Lynn Creek system.
DESIGN PRINCIPLES
& INSPIRATION
Building on the community vision for the Lynn Creek Town Centre, the following key ideas and inspirations for the emerging centre were derived through a multi-stakeholder Town Centre “branding” session. In Brief, future residents will experience the Lynn Creek Town Centre as a place that:

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

Concept for Green Spine

Inspiration and Experience
Key Images that capture the experience of Lynn Creek Town Centre

Key words that capture the experience of Lynn Creek Town Centre

LYNN CREEK  OUTDOOR LIVING + SOCIAL SPACES  CRAFT BEER  SMALL LOCAL BUSINESSES  CONNECTED
ECLECTIC, RANDOM, MESSY, ORGANIC  SUSTAINABLE LIVING
SHOPS  WALKING + CYCLING  CHOICES
PUBLIC ART  RESTAURANTS  COOL, FUNKY, CREATIVE, INNOVATION
TRANSIT  COMMUNITY CENTRE
SEYLYNN + BRIDGMAN PARKS  BRIDGES
FARMERS MARKET  TREES MOUNTAINS TRAILS
The inspiration for the Town Centre will be expressed through a number of urban design elements to create a cohesive, distinct identity and character for this area.

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

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

A range of unifying design elements are intended to be expressed throughout the Town Centre as a means to establish its identity as a distinct and special place.

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

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

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

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

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

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

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

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

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

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

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

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

**Transit**

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

**Walking**

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

**Cycling**

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

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

The Lynn Creek Town Centre is located at the delta of Lynn Creek forming a low flats where the creek meets the ocean. Rain events are particularly evident here with the swell and crest of the creek and the tidal flux of the ocean. Coarse gravel soils allow for stormwater infiltration into the delta and the management of rainwater offers an opportunity to respect the delta environment while improving the quality of runoff from urban environments. Redevelopment of the Town Centre presents an opportunity to provide functional stormwater management practices to ensure development is respectful and responsive to its environment. Taking cues from natural systems and incorporating green infrastructure and Best Management Practices, stormwater networks will provide a dual function within the Town Centre. They will create an aesthetic legibility of water, of the vulnerability of the natural systems and the connection to the delta. They will also provide a functional way to clean, filter and improve the quality of runoff from the urban environment and recharge the aquifer and relieve pressure from existing drainage infrastructure. Ideal soil conditions will make infiltration a practical solution to be pursued whenever possible.

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

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

A healthy urban tree canopy provides numerous benefits including:
- Evapotranspiration and cooling
- Visual screening and sound attenuation
- Delineation of spaces
- Colour and seasonal variation
- Sense of tranquility and connection to nature
- Improvements to air quality

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

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

Tree grates are to be used in high traffic areas to ensure protection of root systems. Tree grates and tree grate extensions will maximize the area created where rain can reach tree roots directly from the surface. Long and, where possible, continuous, linked tree grates are recommended to maximize water infiltration and oxygenation of tree roots.

Residential areas, where pedestrian traffic is lower, open tree planting with native grasses and understory planting should be used. The tree planting areas should be planted with soft landscape of low shrubs, perennials, and groundcovers rather than tree grates for increased soil volumes and better rainwater access as well as aesthetic benefits of increased green landscaping.
3 PARKS, PLAZAS & OPEN SPACE
General Open Space Guidelines

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

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

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

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Open Space Network

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

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

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

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

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

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

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

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

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

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

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

New park amenities should be sited in relation to an unobstructed movement route through the park that respects the flow of pedestrians between the Town Centre Plaza and the north-south pedestrian spine that has its north end within Marie Place Park.

The park design should consider opportunities for expanded children’s play, gathering and seating areas, and public art. These elements should be integrated within the design rather than stand alone elements.
The pedestrian green “spine” will run north south from Fern Street to Oxford Street and will be a significant new linear park in the Lynn Creek Town Centre. This aligned pathway will be more than simply a pedestrian trail. It is envisioned as a continuous park providing connectivity with seating, and opportunities for play with stormwater elements integrated along its length.

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

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

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

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

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

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

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

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

Environmental Management

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

Recreation Amenities

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

Urban Interface

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

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

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

Design elements to achieve this distinction may include: a change in elevation above the adjacent spine with ramps and stairs, low walls and landscaping.

Semi-private courtyards should be designed for the use and enjoyment of residents with amenities for children’s play, social gathering and seating. Urban gardening opportunities should also be included where possible.

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

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

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

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

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

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

![Hierarchy of Streets](image)

* Phibbs Exchange and adjacent connections are under review as part of the Ongoing Phibbs Exchange Design
Cycling Network

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

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

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

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

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

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

Bike Network

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

Major Road Network

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

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

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

Tree grate openings should be 1.5m square, though extensions are recommended to offer street trees access to rainwater. Where several street trees are located in a row that is uninterrupted by other streetscape features, then the tree grates can be connected into a continuous area of tree grate.

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

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

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

This section of Mountain Highway may have vehicular parking on both sides to ensure access to retail and pick-up / drop-off opportunities. Transit stops will also be provided at key locations to serve the retail heart.
Proposed High Street Section of Mountain Highway
* Trees may be located in centre median where sufficient width is provided for maintenance vehicle access
Mountain Highway - Crown Street to Main Street

Major Road Network

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

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

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

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

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

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

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

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

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

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

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

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

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

Neighbourhood Street

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

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

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

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

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

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

Neighbourhood Street

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

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

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

Orwell Street will provide a quiet neighbourhood bikeway that will be suitable for cyclists of all ages and abilities. To ensure traffic is slowed, corner bulges should be considered. An unopen road right-of-way may be integrated along a segment of Orwell street to encourage slower vehicular travel and a focus on providing a pedestrian and cycling friendly route. This segment could form a pocket plaza connection and reduce through traffic volumes along the length of the street.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Illumination and up-lighting of plants and trees is encouraged whenever possible to highlight this clustered theme.

Examples of clustered planting and up-lighting

Coneflower
Salal
Hosta various varieties
**General Plant List**

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

**General Use and Corner Bulge Planting**

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

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

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

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

The following species have been chosen as they are durable and easily maintained while offering a consistent and unique planting palette.
# Raingarden Plant List (non submergible)

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

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

The District of North Vancouver has standards for street tree planting to improve tree health and longevity through the implementation of tree trenches, structural soil under sidewalks, specified growing medium, and other techniques to provide improved access for roots to soil and water. Please refer to the Development Services Bylaw for tree planting standards.

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

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

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

---

### Park Tree Selection

<table>
<thead>
<tr>
<th>Tree Species</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td><em>Salix babylonica</em></td>
<td>Willow</td>
</tr>
<tr>
<td><em>Quercus bicolor</em></td>
<td>Swamp White Oak</td>
</tr>
<tr>
<td><em>Acer rubrum ‘Autumn Flame’</em></td>
<td>Red maple ‘October Glory’</td>
</tr>
<tr>
<td><em>Acer rubrum ‘October glory’</em></td>
<td>Red maple ‘Autumn Flame’</td>
</tr>
<tr>
<td><em>Magnolia soulangeana</em></td>
<td>Chinese magnolia</td>
</tr>
<tr>
<td><em>Betula nigra</em></td>
<td>River Birch</td>
</tr>
<tr>
<td><em>Picea omorika</em></td>
<td>Serbian Spruce</td>
</tr>
</tbody>
</table>

---

*Chinese magnolia*  
*American / Green Ash*  
*Hornbeam*
Ensuring Longevity and Full Growth of Street Trees

Street tree longevity is directly impacted by four key factors:

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

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

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

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

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

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

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

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

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

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

PUBLIC ART AND GATEWAYS
Public Art Opportunities

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

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

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

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

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

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

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

- street furniture, lighting, tree grates, pavement treatment in the Town Centre and especially on the Mountain Highway “High Street” area between Hunter and Crown Streets
- play areas in a redesigned Marie Place Park
- proposed pedestrian and...
cyclist bridge over Lynn Creek
- weather protection elements
- signage and wayfinding elements.

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

**Gateways**

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

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

Pedestrian crossings at:
- Hunter Street crossing Lynn Creek
- Crown Street crossing Lynn Creek
- Crown Street East Highway #1 overpass connection
- Fern Street Highway #1 overpass connection

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

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

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

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

The palette of paving materials is selected for durability and suitability to be installed incrementally over a number of years. Master Municipal Construction Documents and Design Services Bylaw standards apply for sidewalk minimum widths, corners, parking bays, and paving installation.

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

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

Material Specifications

<table>
<thead>
<tr>
<th>Streets -- Curbs</th>
<th>Concrete with District standard curb letdowns at intersections</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sidewalks</td>
<td>Concrete: standard concrete sidewalks in all areas except the Town Centre core; saw-cut concrete in Town Centre core areas; saw cut patterns to be designed in relation to standard pattern or modified to respond to design elements in adjacent architecture (entries, columns, pilasters, storefronts etc.)</td>
</tr>
<tr>
<td>Pedestrian Paths and Upper Sidewalks along Mountain Highway</td>
<td>Saw-cut concrete or concrete pavers in concrete colour or asphalt in areas outside the Town Centre core</td>
</tr>
<tr>
<td>Multi-Use Paths – Off-Street</td>
<td>Asphalt or other appropriate material for use with DNV approval</td>
</tr>
</tbody>
</table>
Lighting

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

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

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

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

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

The preferred model is the Ring distributed by Landscape Forms:

Bike Rack

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

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

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

Waste Management

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

Public spaces in the Town Centre should provide recycling receptacles in the public realm in strategic locations including, but not limited to, the central plaza and adjacent to the community/recreational facility. These units should be of the same design as the waste receptacles and finished in titanium to coordinate with adjacent standard streetscape furnishings. Implementation of recycling and expected future green initiatives must be done in coordination with District operations.

Waste Receptacle

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

Recycling Receptacle

Manufacturer: Victor Stanley
Model: RSDC-36
Material / Colour: Titanium Finish
two half moon plastic liners
Side-Deposit
Side-Door Opening
Seating

For intensively used open spaces and plaza areas, seating should be designed as part of the overall landscape concept to invite a variety of seating opportunities, including in singles and groups, with and without backs, and options that include arms to accommodate accessibility needs. Skate-guards could be considered if required and should be integrated into the design. Generally a concrete base with seating surfaces in wood slats is appropriate.

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

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

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

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

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

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

**Tree Grates**

*Manufacturer: Urban Accessories  
Model: 5’ Boston  
Material / Colour: Ductile Iron  
Raw finish*
Stormwater Management

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

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

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

Trench Grates

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

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

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

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

Lighted Bollard
Manufacturer: Metalco
Model: Vision Bollard
Material / Colour: Corten Steel

Vision Bollard
8 FLOOD RESILIENCE
Flood Protection and Resilience

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

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

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

Residential Development

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

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

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

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

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

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

- Raised internal development
- Flood resilient construction

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

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

Example of flood resilient construction and raised internal development
Sustainable Development

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

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

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

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

- Purposeful integration of sustainable design elements into the architecture is encouraged where appropriate.

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

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

This section of guidelines addresses the overall objectives for form and character including design principles; intended character; height and massing, materials; universal design; and sustainability, followed by specific guidelines that pertain to residential and industrial / commercial areas.

Design Principles

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

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

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

Height and Massing

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

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

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

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

- New buildings should acknowledge and respect the importance of allowing sunlight into important public spaces and private outdoor spaces. Appropriate building setbacks and roofline articulation should be provided to allow light access to the street and broader views of the sky and to reduce the 'canyon' effect for pedestrians at street level. Building siting should take available opportunities to frame views to the mountains.
Urban Street Wall

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

- New developments should have a strong relationship to the street to animate public spaces and enhance the sense of ownership and community spirit. Buildings should be oriented towards public streets, walkways, and amenities.
- Building façades should be modulated at grade level to encourage street activity such as browsing, outdoor cafés, and street entertainment, as well as to enable placement of seating, where appropriate.
- The edges of larger developments should be carefully considered to mediate differences in scale between multi-family buildings. Refer to OCP Schedule B Guideline A3.2 Scale. The design of new developments should create purposeful and intentional in-between transition zones. The edges of tower developments should mediate differences in scale between neighbouring buildings.
- Expanding on OCP Schedule B Guideline A1.11: Storefronts, shops that line larger format retail stores should be scaled to support the functioning of successful businesses and offer a meaningful variety of shopping options. The ceiling height of shopping spaces should be a minimum of 4.3 metres (14 feet).
- Residential-only buildings should have ground-oriented residential units with individual front doors and porches integrated into the streetscape.
- The urban edges of the Town Core’s central urban plaza should be animated by the programming of adjacent interior spaces.
- Building uses that have a public nature or that serve visitors of the plaza should have a direct relationship to the plaza.
- Consideration should be given to design elements such as covered transition spaces, generous openings, large areas of glazing in walls and seating.
- Buildings in the Town Centre Core should provide continuous weather protection to sidewalks along Mountain Highway.

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

- Interconnecting pedestrian mews are intended to provide connectivity to and through blocks. These mews will tend to be located adjacent to building faces.
- Building edges that are adjacent to mews and pedestrian paths should be a minimum of 1.5m in width to allow for sufficient space to provide visual and spacial separation of private and public space.
- Windows in walls facing the mews, including end walls, are encouraged, provided that potential overlook from passersby into residential units can be mitigated, e.g., with landscaped screening / window dressing. Terraced, landscaped, or architectural elements can be used to provide spatial separation from building faces to mews.
- Building and architectural elements adjacent to pedestrian mews should be scaled to relate to pedestrians e.g., tall, blank building faces should be avoided.
- Smaller developments that do not exceed 45m in length may incorporate a streetwall up to the maximum building height. This would need to be considered in the broader context.

Variation and interest in building form and relationship to street
Variation in Building Design

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

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

Facade Modulation

Further to OCP Schedule B Guideline A1.10: Breaks in streetwall, which suggests the provision of breaks in the street façade of buildings exceeding 45 metres in length, the height of the dominant eave along the streetwall should also vary along its length (by 0.5m - 1.0m). This can minimize long monotonous lengths of building mass and provide greater clarity to building forms. The module created by these variations should generally be not less than 15m in length and not more than 45m in length. Larger variations in streetwall height up to the maximum building height, for example a full storey, may be permitted and in some instances encouraged.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- The design of new buildings in industrial and commercial areas should express simple box-like patterns or buildings of varying heights and setbacks that establish a rhythm with a human scale. This module adds interest both along the streetscape and in the lanes. New development should avoid long unvaried stretches of frontages.

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

- Residential use permitted above street level in the Commercial and Industrial Area on the north corners of the intersection of Main Street and Mountain Highway. New development incorporating residential uses at this location should take measures to mitigate vehicle noise from Main Street.
NOT ES:

1. All units in metric (mm, kg) unless otherwise stated.
2. Stamp base plate “NP YY” (YY=year).
3. Steel Silicon content:
   - Shaft: Si < 0.04%
   - Parts: Si < 0.04% or 0.15% < Si < 0.22%
4. Welding: CSA W59, W47.1
NOTES:

1. All units in metric (mm, kg) unless otherwise stated.
2. Stamp base plate "NP YY" (YY=year).
3. Steel silicon content:
   - Shaft: Si < 0.04%
   - Parts: Si < 0.04% or 0.15% < Si < 0.22%
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4. Welding: CSA W59-W47.1

Engineering Seal

The District Of North Vancouver

14'-Single Ped Light
Type 4 - 5 9/16" Round

Specification

NOVA POLE

File Name: 139-65-3BR141-F
Saved: 8/30/2013
Ideas L-T benches

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

Acciaio Corten / Corten Steel
Acier Corten / Acero Corten
Aço Corten / Corten-Stahl
Acclalo Zincato e Verniciato / Galvanized and Powder Coated Steel
Acer Galvanisé et Thermolaqué / Acero Galvanizado y Barnizado
Aço Galvanizado e Pintado / Stahl, Verzinkt und Pulverbeschichtet
Legno / Wood
Bois / Madera
Madeira / Holz

Vedi disegni a pag.: See drawings on page:
Voir plans page: / Vea los dibujos de la pág.:
Veja os desenhos em p.: / Siehe Zeichnungen auf Seite:
697

Fixaggi: / Fixings: / Fijación: / Fixação: / Befestigung:
Predisposizione per tasselli / Pre-drilled for anchors
Réservation chevilles / Predisposición para tacos
Preparação para buchas / Mit Bohrungen für Verschraubung
Sjit

Moka

dollards

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

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

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

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

250 (80X80 )mm
H 1004 mm

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

Fissaggio: / Fixings: / Fixation: / Fijación: / Fixação: / Befestigung:
Pre-drilled for anchors - Below ground installation
Réservation chevilles - Scellement
Predisposición para tacos - Cimentación
Preparação para buchas - Cimentação
Mit Bohrungen für Verschraubung - Zementierung
Sjit

**Vision**

bollards

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

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

- 300 X 300 (200X200) X H 1000 mm
- 200 X 300 (100X200) X H 1000 mm

Disegni / Drawings / Plans / Dibujos / Desenhos / Zeichnungen/ p.: 710

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

- Material will be high quality 100% recycled grey iron; ASTM A48 class 35b or better; hardness 170-223 brinnell (unless specified otherwise; see below).

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

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

  Finish:
  □ Raw (standard)
  □ Rust conditioner
  □ Polyester Powder Coat*
  □ Liquid Coat (wet paint)*
  □ Brush (bronze/nickel/aluminum only)
  □ Polish (bronze/nickel only)
  □ Galvanized (grey iron and ductile iron only)

- Dimensions are nominal.

Notes
1) Cast in four pieces.
2) Grate is 1 1/4" thick at edge.
3) Center opening expansion at 2'-6".
4) No openings greater than 12", in conformance with ADA Accessibility Guidelines.
5) Grate weighs 476 lbs.

Comments:

Tree Grate
5' Sq. Boston

Page 1 of 1  Date: 5/22/12

URBAN ACCESSORIES
Founded 1972

465 E. FIFTEENTH ST. sales@urbanaccessories.com
TACOMA, WA 98421 www.urbanaccessories.com
(877) 487-0488
SPECIFICATIONS

- Material will be high quality 100% recycled grey iron; ASTM A48 class 35b or better; hardness 170-223 brinnell (unless specified otherwise; see below).

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

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

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

- Dimensions are nominal.

  **Notes**
  1) Grate is ¾" thick at edge.
  2) No openings greater than 1 ½", in conformance with ADA Accessibility Guidelines.
  3) By default, the last grate in a trench drain will be sheared to meet a drain length specified at the time of order. Alternately, the trench drain length may be adjusted to the nearest whole grate (tolerances in the grate size WILL compound across the overall run). Please provide instructions in the comments section below.
  4) 20.5 sq. in. open area per grate.
  5) Grate weighs 10 lbs.

  **Comments:**

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**Trench Grate**

4" x 18" Rainbow