

# The Lynnmour / Inter-River Local Plan Bylaw

## **1.0 INTRODUCTION**

The Lynnmour / Inter-River Local Plan is intended to guide, enhance and protect the community's physical and social growth and development for approximately the next ten years. The Plan has been created through a partnership between the community residents, local public service providers and District staff representatives. It is expected that this local plan will be appended to the District Official Community Plan by bylaw and will replace the Central Inter-River Official Community Plan, adopted by Council on December 2, 1985.

The Official Community Plan is a municipal bylaw adopted by Council expressing the social, environmental and economic objectives and policies respecting the general form and character of future land use patterns and related servicing requirements. Sections 875 to 881 of the Local Government Act outline the contents of the Official Community Plan and Section 882 defines the adoption procedure for official community plans.

## **2.0 SCOPE OF PLAN**

The Lynnmour / Inter-River Local Plan is intended to serve as a guide for all land use decisions and actions in the planning area. Map 1 identifies the planning area that is bounded by Lynn Creek to the west, the North Vancouver Cemetery to the north, Seymour River to the east and the Mount Seymour Parkway/Trans-Canada Highway to the south. It includes the two main residential communities of Lynnmour North and Riverside West.

Overall goals for the future of the planning area are set down in the section entitled Plan Goals. Broader planning objectives and specific policies and implementation or action statements to achieve these objectives are outlined in the five separate sections that make up the main body of the Plan.

## **3.0 PLANNING PROCESS**

This Plan was undertaken in partnership with interested individual residents, community representatives, local service providers and District staff from Parks and Engineering Services and Community Planning. A Plan Steering Group was formed and community issues and views were

sought by taking a travelling display tent around to nine local housing complexes and public locations in June 1999. Several key community issues were identified and subsequently investigated by Capilano College student researchers or by staff or specific service providers. The draft plan was then developed with the Steering Group to address these issues and opportunities and a public review was undertaken in September, 2000 – again using a display tent at various community locations.

Approximately 600 to 700 local residents participated in the planning process during this period. In addition, the draft plan was reviewed by various Council appointed advisory committees and local service providers before being presented to Council at a tour and workshop in early 2001.

At that time Council expressed the preference to resolve several issues of local concern prior to adopting the draft plan. A public involvement process was commenced to explore solutions to these issues, which included expansion of the Fire Training Centre, revisions to the Inter-River Park Master Plan and forest preservation. Almost simultaneously, the Jaycee House was turned over to District ownership and preparations begun to renovate the facility and negotiations started with the Lynnmour/Inter-River Community Association to operate the building as a community centre. In June and July, 2002 Council adopted a revised Master Plan for Inter-River Park and a comprehensive development plan for the Fire Training Centre. The result of these actions was to formally expand the size of Inter-River Park and to preserve the majority of the forested area at its south end.

The draft plan was then updated to reflect these and other smaller changes and reviewed by the Plan Steering Group before again being presented to Council at a workshop in October 2003.

At the second workshop Council felt it would be prudent for the community to meet with Ministry of Transportation officials before sending the draft plan on to a public hearing. Council was concerned about community impacts of possible changes to the highway system if the Squamish Nation decided to proceed with its proposed shopping centre.

Provincial staff was reluctant to meet with the public to discuss what improvements or changes they would make only if the Squamish proposal were to proceed (and no such decision had yet been made). They did however agree to meet community representatives to review the wording in the draft local plan in order to better understand the residents' long term goals and general concerns. The meeting took place in May 2004 and did not result in any changes needing to be made to the draft Plan. Since then the Ministry has announced a series of changes to the road and highway

network in order to provide improved access to the proposed shopping centre and has met with the local community to provide an opportunity for public comment on these changes. It is expected that construction of these changes will commence in late 2006 or early 2007.

Work on revised design guidelines for the proposed multiplex and townhouse area surrounding Lynnmour School commenced and the draft Plan was prepared in bylaw format. Bylaw 7461 was subsequently introduced to Council on November 8<sup>th</sup>, 2004 and referred to a Public Hearing scheduled for February 22<sup>nd</sup>, 2005. In early January, 2005 a consulting engineering study of gravel removal in Lynn Creek was received (*The Lynn Creek Management Plan* prepared by Kerr Wood Leidal Consulting Engineers, December 2004). This study identified the proposed development area (Area 1) as a flood hazard zone. Staff then requested Council postpone the Public Hearing until further information was available. Subsequently, the consulting engineering firm was retained to provide a Flood Protection Assessment and the draft Plan and Area 1 Design Guidelines were revised to reflect the recommendations contained in the report, titled *Lynnmour / Inter-River Local Plan, Flood Protection Assessment – Final*, March 6, 2006.

With the incorporation of these changes and additional updating to keep the draft Plan current a final public review was undertaken with the Plan Steering Committee, a public open “tent” display arranged and Council advisory groups. Due to the number of changes made throughout this review stage Bylaw 7461 was abandoned and the Lynnmour/Inter-River Local Plan was re-introduced to Council as Bylaw 7623.

#### **4.0 COMMUNITY HISTORY AND DEVELOPMENT**

In the early days (1860 – 1900) there is little recorded history about most of the area included in this community plan. However, if one considers a slightly broader area by including all the lands between Lynn Creek and the Seymour River, then several items of interest come to light.

In 1864, Hugh Burr was given a Crown grant of 169 acres on the east side of Seymour Creek, which he began to farm. He was joined in 1867 by John Linn, who received a military land grant for 150 acres of land just east of the mouth of Lynn Creek. He began to farm this property to supply the mill at Moodyville.

In 1873, construction began on a trail to connect the Lower Mainland with the Cariboo to the north. When it was finished in 1877, Robert Carson and Richard Hoey used it, in the first (and only) cattle drive from Lillooet to the Vancouver market. A cairn was erected near the Trial’s terminus on

East Keith and Lillooet Roads next to the Coach House Inn (now the Holiday Inn).

By 1893, the Municipality of North Vancouver had recognised the need to have a cemetery, and the Province granted District Lot 1020 (60 acres) for this purpose. In 1907, the Municipality split into City and District, and the District granted and conveyed to the City, for one dollar, the cemetery (and municipal hall, pound, stables and public parks), provided residents of both municipalities would have the same burial rights and were charged the same fees.

From the turn of the last century until the early 1950's not much development occurred in this area. The opening of the original Second Narrows Bridge in 1925 did generate some industrial and commercial activity at the bridgehead to the south of the planning area. This was curtailed in 1930, when a shipping accident closed the bridge for four years. When re-opened in 1934 the combined car-and-train bridge served the North Shore until 1960, when the existing Second Narrows (Ironworkers Memorial) Bridge was opened. Also, during this period, the Trans-Canada Highway was developed. This effectively divided the Inter-River area into two communities – Lynn timer South (now in the Lower Lynn Community Plan), and Lynn timer North (included in this Plan). With the new highway came the Coach House Motor Inn, which was located at the intersection of Keith and Lillooet Roads.

By the 1960's, there were 30 or 40 houses in this planning area, including a farm on Premier Street (now Edgewater Estates), and a turkey farm on Grantham Road (now Heritage-in-the-Woods). The availability of large parcels of land meant that, by the late 60's and early 70's, several large townhouse projects and construction of Capilano College had begun and the residential future of the area was firmly established. In the 80's use of the Premier Street landfill site, first opened in 1956, was beginning to wind down and its future uses were being considered. The area was studied for a municipal golf course but when another site in Seymour was chosen it became park space and eventually designed for additional playing fields. By the early 90's a political decision was made by the District Council not to continue allowing long term residential development in the area above the Cemetery. This allowed these "Urban Reserve " lands to be dedicated as park space and added to Lynn Canyon Park. As well, some of the older single-family housing began to be redeveloped as low-density townhousing on Premier Street and, over on the Seymour River, large new single-family houses began to be built, particularly on the riverfront.

Over the past 140 years the Lynn timer/Inter-River area has gone from a small agricultural area to one of mostly affordable medium density housing located at the centre of the District. Once an isolated area not well

connected to the rest of the Municipality, it is now at the centre of the District and is bearing the impacts of being so close to the busy major road network.

## **5.0 PLAN GOALS**

Initial consultation with the Lynnmour/Inter-River community identified five topics of prime concern for the Plan to address. These topics are:

- Traffic and Transportation
- Community Services
- Parks and Open Spaces
- Managing Community Growth
- Protecting the Natural Environment

Planning Goals related to these topics are:

**Goal:** To create a safer, more convenient transportation network to better meet the needs of local residents and to better protect them from traffic and other impacts caused by major regional and District facilities located in the community.

**Goal:** To strengthen the sense of belonging and community by providing more services locally, increasing local use of existing facilities and better recognizing the area's natural resources and heritage.

**Goal:** To ensure existing park spaces better meet local needs, provide a more complete pathway system safely usable by all and preserve environmentally sensitive areas.

**Goal:** To support the primarily family orientation of the residential areas, while ensuring any new development contributes directly to the overall improvement of the community.

**Goal:** To protect the community from natural hazards such as flooding and landslides.

**Goal:** To recognize, preserve and enhance the bio-physical and cultural values of the community's natural environment.

## **6.0 TRANSPORTATION, CIRCULATION AND UTILITIES**

Lynnmour/Inter-River is a community isolated by the Provincial and District transportation networks. The Seymour River constricts circulation eastward to the two crossings on Mt. Seymour Parkway and Grantham Road; the Trans Canada Highway blocks access south; and Lynn Creek, with one vehicle crossing on Keith Road and one pedestrian crossing in Inter-River Park, limits convenient access westward.

Every morning, traffic from both east and west converges near this community in order to access the 2<sup>nd</sup> Narrows Bridge and Capilano College. Every afternoon the reverse flow also causes long backups and lengthy delays for commuters and local residents trying to move around and through the community. The Bridge is at or near capacity for significant parts of the day presently.

Other major transportation difficulties in this area involve vehicle and pedestrian safety at the Lillooet Road and Mt. Seymour Parkway intersection due to volume, speed, short weave areas, lack of advance signage and poor or incomplete pedestrian facilities. In the future, additional traffic may be drawn to this area if the Squamish Nation's plans to develop additional big box retail come to fruition. Most of these issues need to be addressed by the Ministry of Transportation in consultation with District staff and local residents in order to be successfully resolved. Community representatives have already met once directly with Ministry officials to make them aware of local concerns regarding the existing transportation network and of what improvements they would like to see if and when the Ministry does any work in the area.

Recreation facilities and attractions such as the existing playing fields at Inter-River Park and the Lower Seymour Conservation Reserve draw non-resident traffic into and through the community, particularly during weekends. In the future, this traffic is expected to increase substantially as the Park continues to be developed with additional fields and diamonds and use of the Reserve continues to grow (projected at 9% per annum). Additionally, due to waterworks-related projects in the LSCR and Seymour Watershed, significant heavy truck traffic will be drawn through the community on Lillooet Road for the next decade. A variety of actions to be taken by different authorities are recommended to address these issues.

The use of a residential street to access the College, pedestrian safety and improved connectivity are also neighbourhood issues, particularly for residents on Purcell Way and in the area around Lynnmour School where Keith Road and Forsman Avenue are only narrow strips of pavement without sidewalks. As well, a concern over speeding on Premier Street and the need to improve local transit connections to facilities and services

in Seymour (Parkgate) and to Capilano College have also been identified. Access to the rivers located in this community for emergency and life safety reasons was also identified as needing improvement, especially on the Seymour River. Solutions to these issues are found in actions recommended primarily for the District to pursue.

The Greater Vancouver Regional District is undertaking major upgrades to the regional drinking water supply, treatment and distribution systems within the Seymour watershed. The Plan supports these initiatives and the preservation of the BC Hydro right-of-way for long term expansion. Major upgrading of District utility systems is not expected as a result of this Plan.

LI Map 1 outlines the traffic, transportation and circulation issues and solutions identified or proposed in this section of the Plan.

## **SECTION GOALS**

- To improve transit service to the community.
- To minimise impacts of non-local traffic and to improve vehicle access and egress for local residents.
- To improve pedestrian safety and circulation.
- To integrate Inter-River into the Bicycle Master Plan network.
- To retain and improve existing utility networks.

## **POLICY**

### **6.1 Continue to improve accessibility to public transit services**

## **IMPLEMENTATION**

6.1.1 Integrate the provision of convenient, accessible, well-lit, and safe access to bus services in the design of new developments and in local improvements.

6.1.2 Encourage Capilano College to update its 1991 Lynnmour Campus Traffic Study with District and Translink staff and pursue any transit improvements identified.

- 6.1.3 Work with Capilano College and TransLink to improve transit ridership and enhance service to the College by supporting:
- the provision of the U-Pass program ;
  - the extension of the #130 (Metrotown/Hastings/Kootenay Loop) route;
  - the extension of the #255 (Dundarave/Lynn Valley route); and
  - expansion or re-location of the on-campus bus facility to accommodate the removal of any temporary bus stop facilities provided on the public street.
- 6.1.4 Provide bus shelters and garbage bins at local stops without these facilities now.
- 6.1.5 Encourage TransLink to improve service between the Inter-River and Seymour Communities.
- 6.1.6 Work with Capilano College, TransLink, and the City of North Vancouver to investigate the feasibility of establishing transit to the North Vancouver Cemetery.

## **POLICY**

- 6.2 Ensure all neighbourhoods are connected and well served by the pedestrian and bicycle circulation network and facilities in Inter-River**

## **IMPLEMENTATION**

- 6.2.1 Improve paving and lighting under the Highway #1 Bridge and in the vicinity of the Keith Road Bridge
- 6.2.2 Enhance pedestrian access and circulation from the main road system to major activity centres and recreation uses utilizing the District's Pedestrian Access Guidelines as appropriate.
- 6.2.3 Integrate trail marker signage with sidewalks.

6.2.4 Improve existing and identify new routes to better connect the Riverside West neighbourhood to the rest of the Lynnmour/Inter-River community.

6.2.5 Improve student pick-up and drop-off safety at Lynnmour School.

## **POLICY**

**6.3. Provide improved routes for cyclists accessing Capilano College and other parts of Inter-River.**

## **IMPLEMENTATION**

6.3.1 In the short term, formalise the trail connection from Lillooet Road to the College via the soccer field. In the longer term, improve access to this area and other District property by a new south service road.

6.3.2 Provide a minimum 4.3 metre wide lane (excluding curbing) on all major roads to accommodate cyclists' safety.

6.3.3 Implement safe cycling routes to Capilano College and other local destination in conjunction with the District Joint Bicycle Advisory Committee, Capilano College and the GVRD.

6.3.4 Consider provisions for cyclists in the development of any trail connection to Capilano College (e.g. V-grooves).

6.3.4 Request Ministry of Transportation improve the bicycle friendliness of the Highway 1/ Lillooet interchange and Keith Road.

## **POLICY**

**6.4 Protect local residential areas from impacts of traffic destined for District and Regional facilities located in Inter-River.**

## **IMPLEMENTATION**

6.4.1 Work with Capilano College to develop traffic and parking management strategies to minimise community impacts especially for residents along Purcell Way.

- 6.4.2 Consider provision of a new access road to Capilano College from Lillooet Road, south of Purcell Way, or other measures to reduce or eliminate a significant portion of College traffic from Purcell Way when considering the sale of District land on the northeast corner of Mt. Seymour Parkway and Lillooet Road.
- 6.4.3 Work with the Ministry of Transportation, Capilano College and TransLink to determine funding, design, and future operation of a south road connection between the College and Lillooet Road if this new road is built in the future.
- 6.4.4 Monitor and assess daily non-resident use of on-street parking near Capilano College and consider appropriate restrictions to ensure public safety.
- 6.4.5 Provide adequate enforcement of District “Resident Parking Only” zones and investigate alleged mis-uses of the parking system.
- 6.4.6 Retain the Grantham Street bridge crossing and continue to keep Seymour Boulevard closed south of Parkhurst Road unless the majority of local residents wish to consider changing this in the future.
- 6.4.7 Monitor and assess weekend non-resident use of on-street parking at access points to the Seymour River.
- 6.4.8 Monitor and assess impact of sports field development at Inter-River Park.
- 6.4.9 Encourage the Greater Vancouver Regional District to continue its impact mitigation plan and funding strategy to address local concerns throughout the final phases of the planned construction of the Seymour Watershed improvements (i.e., dam, filtration plant and watermain projects) and expansion of recreational uses in the Lower Seymour Conservation Reserve.
- 6.4.10 Encourage the Greater Vancouver Regional District to work in partnership with the District and City of North Vancouver, Capilano College and BC Hydro towards establishing a future staging area to the Lower Seymour Conservation Reserve, Seymour Watershed and City Cemetery at Capilano College and to develop a multi-use trail to the LSCR along the B.C. Hydro Right-of Way.
- 6.4.11 Encourage the Greater Vancouver Regional District to provide trail and / or sidewalk improvements on Lillooet Road, north of Purcell Way, to the main entry gate to the Lower Seymour Conservation Reserve.

## **POLICY**

### **6.5. Improve community access options and safety for local residents.**

## **IMPLEMENTATION**

- 6.5.1 Investigate alternative access points to the community other than via Lillooet Road.
- 6.5.2 Examine the possibility of making access at the intersection of Keith Road, Old Lillooet Road and the Highway #1 access ramp a Right In /Right Out to improve neighbourhood access.
- 6.5.3 Reserve unopened road allowances for pedestrian and cycle route improvements and access to local watercourses.
- 6.5.4 Monitor speed of vehicles along Premier Street and make cross-walk or other safety improvements as required.
- 6.5.5 Work with Heritage-in-the-Woods and local neighbours to improve pedestrian and vehicular safety at the Grantham Place and Seymour Boulevard intersection and at the Heritage-in the-Woods north driveway and Seymour Boulevard.

## **POLICY**

### **6.6 Improve local conditions through facilitating changes to the major road network.**

## **IMPLEMENTATION**

- 6.6.1 Work with Ministry of Transportation in the short term to improve pedestrian crossing safety at Mt. Seymour Parkway, Lillooet Road and Fern Street by:
  - examining solutions to signalise dual northbound right turn with advance warning signs on the Highway #1 / Lillooet Road exit in the short term;
  - providing a safer pedestrian route along Fern Street and its overpass; and
  - pursuing a pedestrian overpass, intersection re-design or signal changes at the east leg of the Lillooet and Mt. Seymour Parkway intersection in conjunction with other major upgrades at this location in the medium to long term.

- 6.6.2 Work with Ministry of Transportation in the short term to provide signage at the Lillooet and Mt. Seymour intersection directing motorists to:
- access the Holiday Inn from Lillooet and Old Lillooet Road;
  - egress that property via a right turn on to Old Lillooet Road and provide overhead lane signage on the northbound Highway #1 off-ramp and on the Fern Street /Highway #1 off-ramp to minimise vehicle weave; and
  - the Lynnmour Jaycee House.
- 6.6.3 Support longer term upgrading of the Lillooet Road and Mount Seymour Parkway intersection and other road network improvements to service increasing area demands by working with Ministry of Transportation to ensure that:
- a traffic signal progression strategy is developed ;
  - access to the Lynnmour/ Inter-River community is enhanced from its current operation; and
  - impacts of any future development on Indian Reserve #2 are mitigated to provide least impact to the Lynnmour/ Inter- River community.
- 6.6.4 Address short-term needs at the intersection of Purcell and Lillooet Rd. by:
- improving timing and phasing for pedestrians;
  - lighting the crosswalk; and
  - improving paint markings (drip line).
- 6.6.5 Ensure the Ministry of Transportation provides noise abatement measures along Highway 1 in any re-development of the Lillooet Rd /Mt. Seymour Parkway / Keith Road interchange.
- 6.6.6 As an interim measure request Ministry of Transportation plant trees in those portions of the existing interchange and road allowance where driver safety would not be affected.
- 6.6.7 Work with the Greater Vancouver Regional District and City of North Vancouver on the possible re-alignment of the access route to the North Vancouver Cemetery, Lower Seymour Conservation Reserve and the Seymour watershed facilities to the proposed Selkirk and Monashee Drive route in order to limit impacts on the District and Capilano College road networks.

- 6.6.8 Investigate the feasibility of imposing latecomer charges in favour of the GVRD for the future re- development of the private properties fronting Monashee Drive which benefit from the construction of the Selkirk Road extension by the GVRD.

**POLICY**

- 6.7 Maintain services (water, roads, hydro, gas, telephone, sanitary, storm, garbage collection and storm water management) at their existing level of quality and provide for future upgrading.**

**IMPLEMENTATION**

- 6.7.1 Review current and proposed developments and ensure that existing services can be maintained at their present levels.
- 6.7.2 Retain the opportunity to expand the B.C. Hydro right-of-way in the planning area.
- 6.7.3 Support the Greater Vancouver Regional District projects for seismic upgrades to the Seymour Falls Dam, to construct the Seymour-Capilano Drinking Water Filtration Project near Rice Lake and to install new water pipes for the Seymour Water Main from the Dam to tidewater.

**POLICY**

- 6.8 Services to new development should be as unobtrusive as possible.**

**IMPLEMENTATION**

- 6.8.1 Electrical transformers, connection boxes, gas meters, and other utilities should be located or screened so as to minimize visibility.
- 6.8.2 Electrical services to new development will be placed underground.

**POLICY**

- 6.9 Improve emergency access points to the riverfronts.**

**IMPLEMENTATION**

- 6.9.1 Provide regular emergency access points to the Lynn and Seymour watercourses.

## **7.0 COMMUNITY FACILITIES AND SERVICES**

Lynnmour/Inter-River residents are not generally well or conveniently served by community services. Lynnmour Elementary School continues to provide K to 7 education for Lynnmour students living north and south of the Highway, while Riverside West elementary students now have to attend either Lynnmour School or travel to Blueridge or Seymour Heights Schools in Seymour as the Maplewood School is now closed and leased for private school use

Lynnmour School has completed the first of several planned construction phases to remove portable classrooms and rebuild other parts of the school but the continual decline in school age children in the District means school closures will likely continue and unless the local school population stabilizes or increases this building programme may be jeopardized. The school is also in the floodplain of Lynn Creek and the plan recommends certain protective measures be provided in the future.

Some local programs and services (e.g. Cubs and Brownies) are available at this school and all local high school age children must travel to Windsor Secondary in Seymour.

Before and after school care is available from Norvan Boys and Girls Club, who operate from a portable on the Lynnmour School grounds. Licensed daycare and a Moms and Tots Drop-in Program are also available at the Lynnmour Jaycee House. The Lynnmour/Inter-River Community Association has now successfully operated part of this facility for four years through a lease from the District. The building has been extensively renovated under direction of a special community management committee and is used for many local meetings, special community events, various recreational and social programs and commercial rentals. Currently, there are almost no services for young teens or seniors provided locally but with local control over this facility there is the opportunity for many more services and programs to be provided right in the community. The plan supports the continuation of these services and for additional resources to address unmet community service needs.

Other facilities or services in the community tend to serve primarily regional functions. There are two private funeral and crematoria operations on Lillooet Road that have recently been upgraded. The City of North Vancouver, which operates the North Vancouver Cemetery, has developed a long-term plan to upgrade and expand services at this facility and to provide improved access to the Lower Seymour Conservation Reserve and watershed.

Capilano College is located just east of Lillooet Road. Current enrolment is approximately 5200 full time equivalent (FTE) students, which translates into some 7,000 students when the part-time students are included. Current growth is in the order of 60 – 70 FTE's, or 100 total students per year. During the last ten years the College has undergone a major expansion phase, adding a 9,290 metre square (100,000 square foot) administration and classroom building, and separate library and theatre facilities. Further expansion will require that the College's Transportation Study to be updated to address any traffic, parking or transit-related issues identified. Current issues of concern from the community's perspective include campus access from Purcell Way, transit use of Purcell Way, overflow parking, and opportunities for local community use of College facilities jointly funded with the District (Sportsplex and weight room). The Plan provides several ways to realize improvements in these areas of concern.

The District's Fire Training Centre is also located in this community, just south of Inter-River Park. The future of the forested lands in this area, provision for the long term training needs of the Fire and Rescue Services and the need to revise the original development plan for Inter-River Park have recently been the subject of an extensive public process and has resulted in several recent Council actions being incorporated into this Plan. The Training Centre is also in the Lynn Creek floodplain and the provision of some flood protection measures is recommended.

The plan also suggests several ways to support the few local organisations that serve this community and recommend the use of local history and public art to strengthen community identity.

## **SECTION GOALS**

- To define and promote community identity for Lynnmour/Inter-River neighbourhoods.
- To increase community accesses to District of North Vancouver facilities, other community facilities and programs for Lynnmour/Inter- River residents.
- To develop new local programming and services within the Lynnmour/ Inter –River community.
- To support families and those who provide care and other services to families, in developing and maintaining safe, quality environments and activities that promote healthy, active families.

- To ensure that Lynnmour/Inter- River children and youth have access to safe, appropriate programs at the local level.
- To support expansion of institutional uses where necessary so long as it is achieved with minimal environmental damage and tree loss and minimal disruption to the adjoining neighbourhoods.

## **POLICY**

- 7.1 Through community consultation describe what defines Lynnmour/ Inter River and identify ways to incorporate these factors into gateways and other design elements to create a unique sense of place.**

## **IMPLEMENTATION**

- 7.1.1 Consult with community groups and individuals to identify and promote the defining characteristics of the Lynnmour / Inter- River neighbourhood, including its heritage.
- 7.1.2 Explore ways to incorporate identified neighbourhood characteristics through public art or other design with District staff and the arts community.
- 7.1.3 Re-instate the historic Lillooet Trail cairn marker as a focal point for the community.
- 7.1.4 Encourage and support volunteer efforts to establish a local community festival and/or other neighbourhood events.
- 7.1.5 Support local organizations in their community development efforts.

## **POLICY**

- 7.2 Promote communication between and among people living in various Lynnmour/ Inter-River neighbourhoods.**

## **IMPLEMENTATION**

- 7.2.1 Use a range of communication tools to advise local residents about services and programs available in or near the community, (e.g. community newsletters, web sites and strata council minutes).

- 7.2.2 Identify other means of communicating with residents of Riverside West and further north on Lillooet Road, such as additional community bulletin boards.
- 7.2.3 Encourage the local community association to access the District Healthy Neighbourhood Fund and/or other funding to increase communication with all area residents.

## **POLICY**

- 7.3 Preserve and enhance the natural river and forest settings of the Lynnmour/ Inter - River community.**

## **IMPLEMENTATION**

- 7.3.1 Encourage local environmental groups such as Morten Creek Salmon Enhancement Program and North Shore Streamkeepers to educate local residents and the broader community about local environmental assets and issues.
- 7.3.2 Promote community efforts to foster respect and stewardship for the local environment by supporting local environmental groups or initiatives.

## **POLICY**

- 7.4 Through collaboration with public and private organizations, promote access to and full usage of existing facilities (including Capilano College, Jaycee House, Lynnmour School, Seylynn Hall & others) for local residents of all ages and pursue the development of new community space for meetings, activities or local service delivery.**

## **IMPLEMENTATION**

- 7.4.1 Retain District control of the Lynnmour Jaycee House, continue to provide financial support necessary to upgrade and have the local community operate the facility and work with community representatives, the RecCommission and local service providers to develop the facility as a local-serving community centre.
- 7.4.2 Explore partnership opportunities to enhance or improve operating and facility conditions and service possibilities for Norvan Boys & Girls Club possibly by utilizing the Lynnmour Jaycee House.

- 7.4.3 Encourage and support School District 44, Lynn timer Parent Advisory Committee and other efforts to keep Lynn timer Elementary School open and to improve it for the benefit of the whole community (e.g. investigate Joint Use Agreement possibilities).
- 7.4.4 Encourage School District No.44 to incorporate the recommendations found in the Kerr Wood Leidal report titled *Lynn timer / Inter-River Local Plan, Flood Protection Assessment – Final*, March 6, 2006 into any future renovations of Lynn timer School.
- 7.4.5 Improve community awareness of the availability of Capilano College facilities for community use.
- 7.4.6 Explore opportunities to improve local residents' access to Capilano College weight room facilities and for partnerships to enhance or expand this facility.
- 7.4.7 Request that the Recreation Commission, in consultation with the local community, identify and develop additional local recreation programs to be delivered at Capilano College and other community facilities.
- 7.4.8 Request that the District and Recreation Commission staff, in consultation with the local community, explore opportunities for increased use of Seylynn Hall by Lynn timer/Inter- River residents.
- 7.4.9 Work with School District No. 44 to upgrade and increase community use at Lynn timer School.

## **POLICY**

- 7.5 Identify resources and encourage collaboration to support local providers of child and family services.**

## **IMPLEMENTATION**

- 7.5.1 Direct increased District resources to support Norvan Boys & Girls Club efforts to maintain and enhance service to elementary students in the Inter-River community.
- 7.5.2 Explore opportunities for collaboration among local childcare providers to enhance local childcare (e.g. access to facilities, information or expertise associated with Capilano College, Vancouver Coastal Health Authority, North Shore Childcare Resource Program, the Recreation Commission or others).

- 7.5.3 Continue to support use of a portion of Jaycee House for group day care, pre-school and out-of-school care.
- 7.5.4 Continue to encourage Vancouver Coastal Health Authority, in partnership with others, in maintaining and enhancing infant and toddler services to meet local needs.
- 7.5.5 Encourage strata councils to support efforts of Norvan Boys & Girls Club and others providing services to local children and youth.

## **POLICY**

- 7.6 In collaboration with Youth Outreach programs and other partners, provide a continuum of local, age-appropriate programming for a range of children, youth and their families.**

## **IMPLEMENTATION**

- 7.6.1 Direct increased District resources to support Parkgate Community Services Society, Norvan Boys and Girls Club, or other agencies in improving community outreach services for Lynnmour/ Inter - River youth.
- 7.6.2 Encourage Seymour Community Services Society, Norvan Boys and Girls Club, RecCommission and other service providers to use Capilano College Sportsplex and weight room in programming for local youth, where these venues respond to local youth needs and interests.
- 7.6.3 Develop, in consultation with other service providers and community representatives, a Lynnmour/ Inter-River Children & Youth Services Strategy, beginning with an assessment of the current delivery of such services.
- 7.6.4 Develop an implementation plan to realise the Lynnmour/ Inter - River Children & Youth Services Strategy.

## **POLICY**

- 7.7 Explicitly consider the needs of children, youth and families and people with disabilities in the design of new community facilities, traffic/pedestrian circulation and park facilities.**

## **IMPLEMENTATION**

- 7.7.1 Identify and seek improvements to transit service in Lynnmour/Inter River so that local youth can better access existing youth services and centres in Seymour and Lynn Valley.
- 7.7.2 With Seymour Community Services Society, the Recreation Commission, Vancouver Coastal Health Authority and other community partners, investigate the feasibility of improving local youth services through a mini-van/shuttle service to Seymour Youth Centre.

## **POLICY**

- 7.8 Support expansion of existing institutional uses when demand warrants provided this is achieved with minimal disruption to nearby residents and contributes to the community's development objectives.**

## **IMPLEMENTATION**

- 7.8.1 Work with Capilano College and Fire Training Centre staff to reduce existing neighbourhood impacts before considering further development or expansion of this campus or facility.
- 7.8.2 Request Capilano College update its Lynnmour Campus Site Master Plan, consider providing on-site student housing and improve other student and community services as necessary.
- 7.8.3 With the provision of a southern access road or other changes to the road network to reduce College traffic use of Purcell Way, continue to support increased growth and development at Capilano College.

- 7.8.4 Ensure the treed buffer and natural landscaping at Capilano College is retained to buffer adjacent residential uses from campus activities and to provide an attractive area for local residents to walk through and enjoy.
- 7.8.5 Request District staff and others to continue working with College staff to explore options and methods to reduce student-parking demand as the campus enrolment increases.
- 7.8.6 Support the short term development plan for the Fire Training and Maintenance Centre as approved by District Council on July 8<sup>th</sup>,2002 and shown on Sketch A attached, and the re-allocation of District lands adjacent to this facility to provide for the long term training needs of Fire and Rescue Services as shown on Sketch B attached.
- 7.8.7 Encourage Fire and Rescue Services to minimize environmental impacts and consult with local residents and Council advisory groups as and when it needs to further develop its lands in the future.
- 7.8.8 Encourage Fire and Rescue Services to incorporate the recommendations found in the Kerr Wood Leidal report titled *Lynnmour / Inter-River Local Plan, Flood Protection Assessment – Final*, March 6, 2006 into any future renovations of the Fire Training Centre.
- 7.8.9 Encourage Fire and Rescue Services to consider local needs and opportunities for community use in any expansion of the Fire Training Centre (meeting rooms, lecture theatre, etc.)

## **8.0 PARKS AND OPEN SPACES**

Lynnmour/Inter-River contains a variety of different types of park and open spaces. These are used and enjoyed by local residents and the many others who come to use the major District and Regional sport and recreation facilities located here. This community serves as the gateway to the Lower Seymour Conservation Reserve (LSCR) and to many of the Alpine Area hiking and biking trails. Larger volumes of recreational and weekend traffic are expected to be attracted to the area. Solutions to this issue are found in the recommendations that the District monitor local parking situations and in support for initiatives in the LSCR Management Plan. Figure 1 below illustrates how the preferred access to the LSCR relates to the Lynnmour/Inter-River area although it is now recognized that negative environmental impacts prevent development of the proposed trail between Bow Court and the Capilano College parking lot. An alternate connection is expected to be developed in conjunction with the south campus access road in the future and the trail network planning has now been extended all the way south to tidewater with the creation of the Seymour River Greenway.

While Inter-River Park will continue to be developed as a District-wide playing field centre, Council recently approved a revised conceptual design plan to guide the completion of this Park's re-development (see Figure 2). This Park is also in the Lynn Creek floodplain and the provision of some flood protection measures is recommended.

The community is lacking in some basic amenities generally found in neighbourhood parks and, while lands have already been designated to meet these shortcomings, funds to develop these spaces have not yet been made available. This is particularly relevant for the residents on the east side of Lillooet Road and in the Riverside West neighbourhood and the Plan recommends these deficiencies be addressed as a priority.

While access to Lynn Creek on the west is virtually unlimited, access to the Seymour River on the east is reduced to a very few opportunities related to existing streetends because all the land is developed as single-family housing. The Plan also seeks to improve access to the Seymour for rescue and recreation purposes by working co-operatively with the GVRD, Squamish Nation and City of North Vancouver, by selective acquisition of riverfront property and by opening up existing road allowances to the river.

Part of the unique attraction of this area stems from having the North Shore Equestrian Centre located there. The Plan supports retention of the Centre and the continuation of these types of activities.

Several issues and opportunities concerning the trails in the community were identified. The Plan envisions filling in some missing trail linkages to facilitate better circulation within and across the community and to resolve several conflicts and concerns between various trail users (dog-walkers, cyclists, equestrians, etc.) by working with those groups to develop trial-user protocols.

The Plan also recognises the need to protect the community's environmentally sensitive areas, to raise environmental awareness by supporting redesign of Inter-River Park, to retain its forested area and to protect Morton Creek, and by looking for partnership opportunities to provide interpretative nature and heritage signage throughout the area.

The need to strengthen the sense of identity in the community is also recognised in this part of the Plan. The creation of several planting and signage gateways are recommended, one involving the re-instatement of a historic cairn back to its original spot in the community.

Map LI-02 illustrates the Park and Open Space issues and solutions proposed in this section of the plan.

## **SECTION GOALS**

- To improve facilities in existing parks or other locations so as to better meet local residents' park and recreation needs.
- To improve pathway and circulation routes between existing parks, open spaces, community facilities and services, and between neighbourhoods.
- To continue development of major parks and open spaces for the use and enjoyment of all users, while at the same time looking for opportunities to better serve local park and recreation needs.
- To retain the look and feel of a naturally forested environment within identifiable residential enclaves
- To recognize and protect environmentally sensitive areas such as the floodplains, escarpments and forested areas of our community.

**POLICY****8.1 Design and develop existing park spaces to address needs of local residents.****IMPLEMENTATION**

- 8.1.1 Undertake a design exercise with local residents (and particularly those living on the east side of Lillooet Road) to determine appropriate future uses and activities to be located in Lillooet Park. Include any costs in the District Capital Plan as a priority.
- 8.1.2 As a priority re-examine the needs of youth in determining future activities in existing parks. Specifically consider adding basketball and skateboard improvements at appropriate locations.
- 8.1.3 Subject to community initiation and neighbourhood consultation, consider feasibility of establishing a community garden site to be developed and operated by a non-profit society at Lillooet Park or other suitable location.
- 8.1.4 Identify a suitable location and design a tot-lot with provision for children with disabilities in the Riverside West neighbourhood.

**POLICY****8.2 Consider the involvement of other groups or organizations in developing opportunities to meet community recreation needs.****IMPLEMENTATION**

- 8.2.1 Explore partnership opportunities with Capilano College or the Lynnmour Jaycee House to develop a community recreation facility on or near either of those properties.
- 8.2.2 Support any community initiative at Lynnmour School to improve the school playground by considering joint partnership funding with the District and participation of School District No.44.
- 8.2.3 Encourage the Capilano Landscape and Horticultural Program to become involved in the development and operation of a community garden if local residents initiate such a project.

- 8.2.4 Identify partnership opportunities with environmental or other groups and sponsors to provide interpretative nature and heritage signage in Inter-River.

## **POLICY**

- 8.3 Continue development of the public trail and pathway system for the use and enjoyment of all users.**

## **IMPLEMENTATION**

- 8.3.1 In consultation with immediate neighbours and other community representatives consider developing the necessary links to complete the pedestrian pathway system shown on Map LI- 02, including:
- Connection from the GVRD Beach Yard to Capilano College and the Lower Seymour Conservation Reserve (Seymour River Greenway);
  - Connection from Mount Seymour Parkway/Seymour Boulevard to the Baden Powell Trail or other local trail; and
  - Formalising the pathway in park (PRO) strip along eastside of Lillooet Road, in a safe and environmentally responsible manner.
- 8.3.2 Investigate routes and formalise trail access to improve connections between Lynn Creek and the Seymour River.
- 8.3.3 Retain and continue support for the commuter bike route connecting Arborlynn Drive and Capilano College.
- 8.3.4 Support improvements to the multi-use trail system in order to reduce user conflicts by developing new protocols, signage and other physical improvements.
- 8.3.5 Continue to support equestrian uses of local parks and encourage the District to work with those users to develop, designate and upgrade appropriate trails to ensure improved safety and signage for all users.
- 8.3.6 Support District efforts to maintain trails and encourage safe and responsible use through the establishment of a signage program.
- 8.3.7 Encourage the improvement of the trail on the eastside of the skateboard bowl in Seylynn Park as a means to improve connections to Lynnmour North.

- 8.3.8 Support in principle the North Vancouver Cemetery Master Plan Option 2- Monashee Drive Alternative Access (see Sketch C), subject to the continued use of the Lillooet Road alignment for pedestrian and cyclist uses if vehicle access to the City and Regional District 's facilities shifts to the Selkirk – Monashee alignment and an alternate route for equestrian users is provided.
- 8.3.9 Work with Capilano College, the City of North Vancouver and Greater Vancouver Regional District in order to formalise a safe equestrian corridor and other recreational pathways in implementing the City's Cemetery Master Plan and the Region's Lower Seymour Conservation Reserve Management Plan.
- 8.3.10 Improve directional and interpretative signage on the Lynn Creek Sea to Sky trail connections from Lynn Canyon Park south to Harbourview Park.
- 8.3.11 Provide signage with a distinctive Lynnmour/Inter-River motif and interpretative plaques along local trails.
- 8.3.12 Improve existing wheelchair accessible trails and provide additional facilities for people with physical challenges.
- 8.3.13 Ensure the local trail network links to trail systems in adjacent communities.

## **POLICY**

- 8. 4 Continue to support broad community use of the major park, open spaces and special areas within this community.**

## **IMPLEMENTATION**

- 8.4.1 Support new open space zoning for the City Cemetery and private land on the west side of Lillooet Road as indicated on LI Map 02.
- 8.4.2 Retain equestrian uses at their current Lillooet Road location.
- 8.4.3 Encourage the retention of the dog kennel use on Monashee Drive but support only a limited range of public assembly or institutional uses so that peak period traffic flows are not added to significantly if re-development of the property is pursued in the future.

- 8.4.4 Support the revised Conceptual Plan for Inter-River Park (as adopted by District Council on July 8<sup>th</sup>, 2002) included as Figure 2 and the rezoned 0.53 hectares of land previously designated in the Central Inter-River Official Community Plan as RS1, and intended for Fire Training purposes to park zoning as outlined in Figure 3.
- 8.4.5 Ensure that Morten Creek is adequately protected from any impacts resulting from the addition of another playing field in the northern section of Inter-River Park.
- 8.4.6 Support the Greater Vancouver Regional District's Lower Seymour Conservation Reserve Management Plan and ensure that the Lynnmour Inter-River community is represented on the proposed Stewardship Forum or alternative public involvement program.
- 8.4.7 Establish an inter-jurisdictional planning process between the District, City of North Vancouver, Squamish Nation and GVRD to improve co-ordination and communication in developing each jurisdiction's respective lands for recreational purposes.
- 8.4.8 In the short term improve public access to Seymour River by providing minor improvements to existing streetends and other District property along this watercourse.
- 8.4.9 In the longer term, consider expanding these public riverfront spaces through the strategic acquisition of a limited number of adjacent private properties as they become available for sale or by bequest.

## **POLICY**

- 8.5 Develop landscaped gateways or entry points to help identify the Inter-River community and major residential neighbourhoods.**

## **IMPLEMENTATION**

- 8.5.1 Retain and upgrade or enhance boulevard landscaping on both private and public lands at the corner of Mount Seymour Parkway and Lillooet Road to establish a community gateway.
- 8.5.2 Develop residential area gateways at Keith Road and Premier, Purcell Way and Lillooet and the north end of the Grantham Bridge and support residents' initiatives to take-over annual planting and maintenance of these neighbourhood gateways.

- 8.5.3 With the support of the Community Heritage Commission re-instate the Lillooet Trail cairn marker from Seylynn Park to a “Heritage Corner” in the vicinity of the original location at the corner of Old Lillooet and Keith Roads and install an interpretative sign.
- 8.5.4 Incorporate public art components into the community gateways projects and include community representatives in the project advisory development/steering group associated with the public art project.

## **POLICY**

- 8. 6        Ensure that dykes, drainage and flood protection measures inside park areas are recognized as part of the flood prevention program.**

## **IMPLEMENTATION**

- 8.6.1        Encourage the Parks Department to incorporate the recommendations in Kerr Wood Leidal’s, *Lynn Creek Management Plan* (December 2004) and the *Lynnmour / Inter-River Local Plan, Flood Protection Assessment – Final*, March 6, 2006. into any future improvements to be made in Inter-River Park.

## **9.0 HOUSING AND GROWTH MANAGEMENT**

Lynnmour/Inter-River is a community comprised of two distinct residential neighbourhoods – Lynnmour North and Riverside West. While both neighbourhoods share a family orientation, some factors that create these distinctions are vehicle access and elementary school catchment areas. Within these larger areas some additional differences can be noted (single family versus multi-family forms of development, topography, etc.) which has created enclaves of similar housing sharing similar circumstances. Overall there are approximately 1,100 households in the planning area.

The latest residential re-developments to occur in this neighbourhood have taken place on Premier Street, where an assisted family housing project and two low-density townhouse projects have been built, and on St. Denis Street where a 6-unit duplex project has been built since the last plan was adopted.

The other recent major developments in this part of the community have been the Holiday Inn project (1999), which replaced the Coach House Inn and the opening of a Real Canadian Superstore (1997) on the Squamish Nation Reserve.

In Lynnmour North most of the single-family housing is older stock in fair to reasonable condition and is located on lots that vary significantly in size and shape. This housing surrounds Lynnmour Elementary School, which has the capacity to accept increased enrolment that would help assure its continued operation. Given the community's expressed wish to "upgrade but retain its single family appearance" and to retain its school as a centre of community activity, a proposal to allow for duplex, triplex or townhouse built forms based on a sliding scale of density determined by lot size is recommended. This policy should encourage existing owners to add small units to their existing properties, address housing affordability issues, provide amenities such as sidewalks and street lights and allow a wider variety of housing types suitable for families with young children.

In March, 2006, the District of North Vancouver received a report entitled "Lynnmour/Inter-River Local Plan Flood Protection Assessment", prepared by the engineering consultants, Kerr Wood Leidal. This report pertains to proposed new development in Area 1, LI Map 4 specifically and outlines the potential flood risks from Lynn Creek, and methods of reducing those risks. Key recommendations include:

- It is not necessary to modify the proposed type or density of re-development proposed for this Area due to the identified flood risk; however

- It is necessary, as redevelopment begins , to make provisions so that in the long term the following protective measures are provided:
  - Establishing a Flood Construction Level and lot grading for all lots at the time of redevelopment;
  - Raising the height of St. Denis and Keith Road for dyke purposes;
  - Building a deflection berm at the Fire Training Centre;
  - Creating drainage channels and floodways; and
  - Building a berm at Lynnmour School.

See Sketch D in this Plan to view the proposed construction levels for new development and locations of proposed dyking, berming and other protective measures recommended by these consultants. Also, see the “Lynnmour/Inter-River Area One Design Guidelines for Multiplexes and Townhouses” for further details.

Provisions to obtain these protective measures have been included in the relevant sections of this Plan. The estimated cost to construct these flood protection and drainage works is \$1,000,000 (in 2006 dollars). It is expected that the District will pay for the design of the recommended protective measures and will provide for the deflection berm at the Fire Training Centre and the floodway in Inter-River Park while the rest of the recommended measures will be provided over time through the redevelopment of the identified area.

The majority of the existing multi-family units were built in the late ‘70’s and ‘80’s, and are in reasonable to good condition. Widespread re-development of these properties is not generally foreseen within the term of this plan and owners are encouraged to maintain their properties to a high standard. The Plan does allow for some limited re-development of existing properties by amending the Plan Map’s Land Use Designations (see LI Map 3) to permit modest increases in density over what has been developed through the existing zoning. This opportunity would be pursued through individual rezoning applications in the future. The community’s intention in this matter is to ensure that most of the new housing is suitable for families with children, that the form of development does not change drastically and that adequate open space continues to be provided on these sites. The locations, types of housing and densities supported in this Local Plan are anticipated to meet the housing needs of this area for the planning period.

The Riverside West neighbourhood is a relatively isolated enclave comprised of approximately 120 single family and 145 multi-family dwellings. The older single-family houses, particularly those north of the Grantham Bridge where there are some large lots on the riverfront, are being re-built with very expensive homes. In recent years many new single- family houses have also been built on smaller lots south of the bridge. A few larger lots remain in this area, which the majority of local residents do not wish to see developed as a new multi-family development, because the traffic generated would severely impact the quiet nature of this cul-de-sac street. Due to the lot size, low density and site layout of the existing Heritage-in-the-Woods multi-family development, there may be a possibility that additional units could be built on this property in the future.

In the development of this Plan the local residents and staff considered many housing and development issues and opportunities. In recognition that this community lacks certain basic infrastructure, amenities and services needed to support additional development, the Plan proposes to adopt a philosophy that any new development can only be supported if it contributes directly to this community's overall improvement. The Plan outlines what the community's Development Objectives are and recommends a Public Benefits Strategy be developed to ensure that the few remaining development opportunities in Lynnmour/Inter-River contribute to the community's betterment. The Plan also proposes to apply the District's Mandatory Public Art policy so that the benefits of public art are focussed on achieving these Community Development Objectives.

In general the Plan supports the retention of several existing land uses in the community. The Plan recommends that a site on Monashee Drive now zoned for mausoleum use be rezoned to permit a limited range of public assembly or institutional uses that do not bring additional traffic into the community during peak traffic periods.

In discussing various housing issues with the community, it was recognised that the area is already well serviced by income assisted family housing which needs to be protected and that, due to its lack of services and congested transportation routes, it was not well-suited for new seniors independent housing. It might, however, be suitable for some sort of seniors institutional care facility and a need was recognised for some additional local serving commercial space. This might be combined with a limited number of small apartment units suitable for student housing at an appropriate location. However, the conversion of individual unit's living space into additional sleeping rooms in existing developments is not supported in the Plan and changes to the appropriate regulations to prevent this practice are recommended.

Perhaps the biggest growth management issue to face this community will come from the future development by the Squamish Nation of their Seymour Creek (I R # 2) Reserve. Located directly across Mount Seymour Parkway from this community the current scheme will see approximately 430,000 square feet of new retail development that includes several regional serving big box uses and associated commercial spaces. As development of this Reserve is outside the jurisdiction of the District's ability to control, it is hoped the Squamish Nation will be good neighbours and ensure that any negative impacts from its development on the Lynnmour / Inter-River community are minimised.

The District owns some undeveloped land in this community and the Plan establishes new land use designations to guide their future use and development.

During the course of developing the Plan, there was substantial support for allowing the future sale (or lease) of the eastern site (Area 3, LI Map 4) for a broad range of uses including some small apartments suitable for students over local serving commercial uses, local institutional or industrial uses like film studios, subject to this development also providing a new access road to the south parking lot of Capilano College.

The community had greater concerns and was less supportive of future development of the District land on the westside of Lillooet (Area 4, LI Map 4). This well treed land rises steeply from the Holiday Inn, would require extensive environmental and geo-technical studies and the provision of substantial setbacks from nearby residential housing before a new use could be supported. Suitable uses might include those ancillary to the adjacent hotel use or a small care facility of some type that does not generate substantial traffic. Any new development would also be expected to provide a public viewpoint on part of the site.

With policies to retain or expand existing institutional uses and provisions to allow new industrial, institutional and commercial uses in the future the needs of the community should be accommodated for this planning period.

## **SECTION GOALS**

- To protect and enhance the essentially affordable family orientation of the existing residential neighbourhoods
- To meet residents' changing housing needs in a limited way
- To direct any new development to designated areas or sites only

- To manage new development to protect it from natural hazards such as flooding and landslides
- To beautify and make local streets safer
- To ensure any new development contributes to the overall improvement of the community

## **POLICY**

- 9.1 Protect and enhance the character of all residential neighbourhoods while accommodating residents' changing housing needs.**

## **IMPLEMENTATION**

- 9.1.1 Except under conditions or locations specified in this Plan, no changes in uses, densities or zoning will be supported unless the new built form and type of housing proposed is compatible with the existing community, and a substantial local community benefit can be demonstrated.
- 9.1.2 Height, bulk and lot coverage characteristics of replacement single family homes must be compatible with the general neighbourhood context.
- 9.1.3 Maintain the character of the existing neighbourhood when considering subdivision approval of any new residential lots.
- 9.1.4 Consolidation of lots with road allowances or portions thereof for the purposes of subdivision will not be permitted unless there is a public benefit to be obtained.
- 9.1.5 Owners of small lots or lots with less than 40 foot frontages are encouraged to follow the "Design Principles for Small Lot Developments" (Appendix B to the Small Lot Infill Report) in re-development of their property. These provide guidance in the massing, height, window locations and facades for new dwellings.
- 9.1.6 The District, in consultation with seniors groups, developers, and the North Shore Advisory Committee on Disability Issues and other disability groups, will develop and promote use of voluntary Adaptable Building Design and Universal Access Guidelines to enable new construction to more easily meet a broader range of needs of persons with disabilities or by seniors.

- 9.1.7 Encourage local strata councils and other property owners to continue maintaining their properties to a high standard (e.g. participate in “Communities in Bloom”).
- 9.1.8 Direct District staff to develop regulations to prevent the conversion of shared living spaces (i.e. living or dining rooms) into additional bedrooms within individual units in existing multi-family developments.
- 9.1.8 Encourage the Ministry of Transportation, District of North Vancouver, and other owners of undeveloped lands to maintain them to community standards.
- 9.1.9 Utilize Development Cost Charge funding to design the drainage and flood control measures and to provide the Inter-River Park floodway recommended in the “Lynn timer/Inter-River Local Plan Flood Protection Assessment” report by Kerr Wood Leidal.
- 9.1.10 Include in future District capital budgeting funding to construct protective flood control measures (berm) for the Fire Training Centre.
- 9.1.11 Establish a Lynn timer/Inter-River Flood Protection Levy to be funded as a condition of redevelopment of properties in Area 1 in order to provide the other flood mitigation and drainage measures recommended in the “Lynn timer/Inter-River Local Plan Flood Protection Assessment” report by Kerr Wood Leidal.
- 9.1.12 Retain the development at 1055 Premier for income assisted housing indefinitely.

## **POLICY**

- 9.2 Encourage new residential development to occur primarily through infill and small-scale redevelopment in identified areas.**

## **IMPLEMENTATION**

- 9.2.1 Designate the single family zoned lots on Premier and Orwell Streets, East Keith Road, Forsman and St. Denis Avenues shown as Area 1 on LI Map 4 as suitable for ground oriented multiple unit built forms having a range of permitted densities such that on **single lots** of record:
- of less than 5000 square feet single family houses are permitted;

- between 5001 and 7000 square feet duplexes to a maximum density of 0.4 floor space ratio are permitted;
- between 7001 and 8000 square feet duplexes to a maximum density of 0.5 floor space ratio are permitted; and
- greater than 8001 square feet triplexes to a maximum density of 0.5 floor space ratio are permitted, provided that :
- all multiple unit projects are designed to provide vehicle access for future development on an adjacent single lot;
- all multiple unit projects consider accessible design principles and provide for improved pedestrian circulation where appropriate;
- all multiple unit projects comply with the *Lynnmour/ Inter-River Area One Design Guidelines for Multiplexes and Townhouses*;
- all multiple unit projects meet environmental standards and individual units meet acoustic standards;
- all multiple unit projects contribute to the achievement of the Community Development Objectives, and.
- all individual development meets prescribed standards for drainage and flood protection and contributes to the shared flood protection measures as described in the Kerr Wood Leidal study titled *Lynnmour / Inter-River Local Plan, Flood Protection Assessment – Final*, completed in March 2006.

9.2.2 Designate the single family zoned lots on Premier and Orwell Streets, East Keith Road, Forsman and St. Denis Avenues shown as Area 1 on LI Map 4 as suitable for ground oriented Townhouse development to a maximum density of 0.7 floor space ratio where **lots of record are consolidated** to provide development sites greater than 15,000 square feet and provided that:

- The number of units per project does not exceed 24 units per acre ;
- all multiple unit projects consider accessible design principles and provide for improved pedestrian circulation where appropriate;
- all multiple unit projects comply with the *Lynnmour/ Inter-River Area One Design Guidelines for Multiplexes and Townhouses*;
- all multiple unit projects minimize vehicle access points to the site;
- all multiple unit projects meet environmental standards and individual units in the vicinity of Highway #1 meet CMHC acoustic standards;
- all multiple unit projects contribute to the achievement of the Community Development Objectives; and

- all individual development meets prescribed standards for drainage and flood protection and contributes to the shared flood protection measures as described in the Kerr Wood Leidal study titled *Lynnmour / Inter-River Local Plan, Flood Protection Assessment – Final*, March 6, 2006.
- 9.2.3 Support in principle a replot of Ministry of Transportation lands to low density multi-family development in this area where an improved pedestrian and vehicle circulation pattern is achieved and the new development is better integrated into the existing community.
- 9.2.4 Apply Local Plan Development Guidelines as appropriate to ensure all new development achieves the goals and objectives set out in this community plan ( see Schedule A, Section 4.3: Local Plan Guidelines)
- 9.2.5 Amend Development Permit Map 1 as necessary to incorporate new, or amend existing, Development Permit Areas as a result of this Local Plan.

## **POLICY**

### **9.3 Improve streetscapes and provide safer streets**

## **IMPLEMENTATION**

- 9.3.1 Include in the design and upgrading of collector and arterial streets provision for sidewalks and pedestrian lighting wherever possible.
- 9.3.2 Encourage provision of a Street Tree Maintenance Program and fund it in the annual Municipal Budget.
- 9.3.3 Include the provision of street trees where feasible in the future road works in Lynnmour/ Inter-River.
- 9.3.4 Provide curb drops and other facilities to aid circulation of all residents.

## POLICY

### 9.4 Control and manage development of the areas identified on LI Map 4 in the manner set out below.

#### IMPLEMENTATION

- 9.4.1 At the initiative of the owners, allow consideration of a limited increase in density in any redevelopment proposals for the Heritage-in-the-Woods and Edgewater Estates housing complexes provided that the new built forms and types of housing proposed are compatible with the community, conforms with the overall density specified in the Plan Map (LI Map 3) and such development contributes to the Community Development Objectives.
- 9.4.2 Retain the large single – family lots north of the Grantham Bridge.
- 9.4.3 Designate the large lots in the 600-Block Seymour Boulevard (Area 2, LI Map 4) for single family uses only.
- 9.4.4 Ensure that all new and infill residential development on the Seymour River and Lynn Creek flood plains meet current regulations pertaining to the District’s Environmental Protection By-law and relevant design or development guidelines, the federal government’s Land Development Guidelines for the Protection of Aquatic Habitat and any requirements as set by the Provincial Government for flood protection and riparian areas.
- 9.4.5 Retain the District owned lot adjacent to IR No. 2 on Seymour Boulevard as an open space buffer to any uses located on these Squamish Nation lands.
- 9.4.6 Discourage provision of seniors’ independent housing in the Lynnmour/Inter-River area until such time as there are suitable support services available to sustain that type of housing.
- 9.4.7 Discourage the provision of any additional assisted family housing in Lynnmour/Inter-River.
- 9.4.8 Consider development of the District land on the north - east corner of Lillooet Rd and Mount Seymour Parkway (Area 3, LI Map 4) for any of the following uses:
- commercial with or without small residential units above;
  - multi-tenant office or industrial flexi-space ( where all uses are contained within the building and all industrial processes are compatible with the nearby residential and institutional uses;
  - film studio;

- hotel and/or uses customarily ancillary to that use; or
- local serving church or institutional use;

**Provided that:**

- a new south access road to the playing field, neighbourhood park and College, is provided or other provisions are put in place to improve park access and significantly reduce future use of Purcell Way as the principal access to the College as part of this development,
- site access is taken off Lillooet Road and provides access and parking for the public park (to be developed) and the existing playing field ,
- a significant landscaped strip is retained along both Lillooet and Mt. Seymour Parkway,
- residual land north of the new access road is added to the existing neighbourhood park, and
- the development contributes to other Community Development Objectives.

9.4.9 Subject to environmental and geo-technical studies, consider part of the District land south of the intersection of Old Lillooet and Lillooet Roads (Area 4, LI Map 4) for uses ancillary to the adjacent commercial development or for a limited range of institutional uses such as seniors care facility;

**Provided that:**

- the proposed use is compatible with the existing residential developments;
- the proposed use does not generate significant traffic demand;
- a significant landscape buffer is retained or provided ;
- a public open space and viewpoint is provided; and
- the development contributes to other Community Development Objectives.

9.4.10 Rezone the portion of District land on the north side of Old Lillooet Road from I4 (Industrial) to PRO (Park Recreation and Open Space) or the appropriate new park zone.

9.4.11 Support rezoning of 1388 Monashee Drive from the existing Cemetery zoning (CM) to Public Assembly (PA) to permit vehicle parking as an accessory use to Capilano College.

9.4.12 Rezone the small triangular portion of District owned NPL (Natural Park) land immediately south of the new Selkirk Road and west of the existing

Capilano College parking lot to PA (Public Assembly) to rationalize the current parking use.

## **POLICY**

### **9.5 Ensure new development in Lynnmour / Inter- River contributes to the following Community Development Objectives:**

- **to improve community services or access to those services;**
- **to retain or enhance the natural environment;**
- **to improve the public trail and pathway system;**
- **to improve traffic management and pedestrian safety;**
- **to improve local park and open spaces;**
- **to increase or improve public access to the waterfront;**
- **to reduce impacts of growth or development on the community**
- **to enhance community identity through the provision of public art and other features or amenities; and**
- **to improve flood protection in the Lynn Creek flood plain.**

## **IMPLEMENTATION**

9.5.1 Develop a detailed Public Benefits Strategy that considers community needs, project costs and funding strategies as a means to achieving the Community Development Objectives.

9.5.2 Consider the extent to which any re-development proposal meets the Community Development Objectives.

9.5.3 Accept community amenity contributions in the amount of up to 2% of the estimated cost of building construction, or the equivalent amount provided in-kind, as part of rezoning applications in order to meet Community Development Objectives. The nature and details of the community amenity projects and their priority will be determined in consultation with local community representatives, other District staff and the developer.

- 9.5.4 Accept contributions towards the construction of flood protection works, including dyke improvements, berms and floodways, and ensure that new construction is built to flood construction levels, as outlined in Kerr Wood Leidal's report titled *Lynn timer / Inter-River Local Plan, Flood Protection Assessment – Final*, March 6, 2006.
- 9.5.4 Allow the Lynn timer/Inter-River community to work with the developer to determine whether contributions from the Developer Public Art Program are made in cash and deposited into a Lynn timer/Inter-River Public Art Fund, are used for a specific community art project, or applied to an art project associated with the proposed new development.
- 9.5.5 Focus funding received from local redevelopment under the District's Developer Public Art Program to projects such as the development of Community Gateways, restoration and re-location of the Lillooet Trail historic cairn, and to other projects which enhance or develop a stronger sense of community identity or environmental stewardship as given priority in the Community Development Objectives.
- 9.5.6 Ensure the Lynn timer/Inter-River community is strongly represented on any management or steering group or committee formed for any project related to the Developer Public Art Contribution.

## **10.0 ENVIRONMENTAL PROTECTION**

Two major watercourses – Lynn Creek, which forms the west boundary of the planning area, and the Seymour River, which forms the east boundary, dominate Lynnmour/Inter-River. These watercourses and their tributaries support both fresh water and salmonid fish species.

Aside from the now-closed landfill site that is developing as active play spaces, the community is generally well treed – even in its developed areas. The District has completed a Landfill Closure Plan and has installed a drainage and leachate collection system to contain run-off. The District also periodically collects and burns off the methane gas produced when the decomposition and settlement of the site permits.

The natural environment is an important reason why many residents live in this community as it provides an attractive backdrop view, treed character, and easy access to nature. The watercourses provide wildlife and recreation corridors that require protection and enhancement where possible. There is also the potential of destruction of both the natural and man-made environments by a variety of natural hazards such as flooding, landslides, and erosion of steep slopes that can be minimized in extent and in impact on development with appropriate human actions.

These concerns are shared generally by all District communities and as such are already managed through the District's Environmental Protection and Preservation Bylaw. This regulates stream corridors and protective setbacks, the safe use of soils and the placement/removal of contaminated soils, development standards on sloping terrain, and tree retention on slopes and of particular species and sizes. In addition, the District OCP contains designated Development Permit Areas (DPA) for the protection of the natural environment and protection of development from natural hazards. This Plan incorporates several changes to the DP maps to protect sensitive areas from new development and to protect new development from newly identified hazards such as flooding.

In 2002 the District hired consultants to undertake River Management Plans for the two major watercourses in the Plan Area and to develop a gravel removal program for Lynn Creek. This later study identified a potential flood risk to development in the Lynn Creek floodplain. In March 2006, a Flood Hazard Assessment of Lynn Creek was completed by Kerr

Wood Leidal Consulting Engineers. These studies identified flood risks from both watercourses and recommended that new development in these areas incorporate or provide various protective measures identified in the studies. These recommendations are reflected in Section 9: Housing and Growth Management, in the Design Guidelines for Area 1 and in the policies set out below.

## **SECTION GOALS**

- to protect and enhance major watercourses as important bio-physical and cultural resources
- to protect, preserve and enhance tributary or minor streams and creeks in the area
- to protect and enhance unique natural and forested areas
- to improve air, land and water quality
- to ensure new development is environmentally sound
- to increase environmental stewardship

## **POLICY**

### **10.1 Protect and enhance the Seymour River and Lynn Creek.**

## **IMPLEMENTATION**

10.1.1 Ensure that any development within the designated Seymour River floodplain and Lynn Creek floodplain areas comply with the current legislation and guidelines for environmental preservation and flood protection.

10.1.2 Support completion and implementation of the Lynn Creek and Seymour River Management Plans as these relate to the Lynn/Inter-River Planning Area.

10.1.3 Retain and enhance where possible or practical the natural riverbank vegetation on the Seymour River and enhance the riparian area to improve ecological functions.

- 10.1.4 Encourage Federal Fisheries, GVRD, Seymour Salmonid Society or others to document the fish bearing capacity of the Seymour River and Lynn Creek and develop a plan to increase their capacities over the next ten years for inclusion into the Seymour River and Lynn Creek Management Plans.
- 10.1.5 Encourage Park Services and others to enhance the riparian area of Lynn Creek in Inter-River, Lynn Canyon Park, Bridgman/Seylynn and Harbourview Parks by working toward integrated management plans for parks within the planning area.
- 10.1.6 Support Engineering Services' Premier Street Landfill Closure Plan and efforts to monitor leachate collection. Support any efforts that prevent leachate overflow discharge into Lynn Creek.
- 10.1.7 Encourage the completion of Integrated Stormwater Management Plans for the smaller tributary watersheds so as to reduce the effects on Seymour River and Lynn Creek.

## **POLICY**

### **10.2 Preserve, protect and enhance local streams and creeks.**

## **IMPLEMENTATION**

- 10.2.1 Retain natural streamside or creekside vegetation and enhance the riparian areas. Ensure development complies with the District's Environmental Bylaw and meets the Riparian Area Regulation requirements.
- 10.2.2 Document the fish bearing capacity of all streams and creeks and put a plan in place to increase such capacity over the next ten years.
- 10.2.3 Place identification signs at prominent locations of all streams and creeks providing the stream/creek name and information about its environmental and habitat qualities.
- 10.2.4 Control access to Morten Creek from nearby playing fields and preserve its water quality.
- 10.2.5 Identify storm water discharge sources and develop a plan to protect natural waterways from harm caused by the quantity and quality of this discharge.

- 10.2.6 Protect both water quality and quantity in streams and creeks by utilising innovative engineering and stormwater management designs and by developing plans to maintain regional groundwater tables for all land development projects.
- 10.2.7 Ensure road and trail development is sensitive to the surrounding natural environment.
- 10.2.8 Ensure the Parks Department develops a fertilizer and pesticide management plan for Inter-River Park.

## **POLICY**

- 10.3 Preserve and enhance the natural and vegetative qualities of the community to the greatest extent possible.**

## **IMPLEMENTATION**

- 10.3.1 Work with community representatives and park-user groups to ensure as much of the southern-forested area of Inter-River Park is preserved as is possible.
- 10.3.2 Work with Fire and Rescue Services to maximize the preservation of the forested area north and east of the Fire Training Centre currently designated for future training needs while ensuring that Fire and Rescue training needs are met.
- 10.3.3 Follow Ministry of Environment, Lands and Parks standards in replanting trees removed from this forested area.
- 10.3.4 Investigate with the Community Heritage Commission the possibility of designating at least a portion of this forested area as a preservation area under B.C. Heritage legislation.
- 10.3.5 Retain extensive landscape setbacks on the District properties in the vicinity of the Lillooet Road and Mt Seymour Parkway, and Lillooet Road and Old Lillooet Road intersections.
- 10.3.6 Prepare a forest protection and management plan for the urban and native forest of Lynnmour / Inter-River.

10.3.7 Promote proper management and maintenance of native trees through publications and display materials.

10.3.8 Require developers, tree work companies and contractors to conform to required standards for tree protection and preservation.

10.3.9 Ensure effective protection of trees during land development activities.

## **POLICY**

**10.4 Preserve and enhance local wildlife species to the greatest extent possible.**

## **IMPLEMENTATION**

10.4.1 Retain or develop “old field” habitat to support and enhance local raptor populations and ground nesting species.

10.4.2 Support the Bear Awareness Program, installation of interpretative signage, and protective fencing around identified nesting areas.

10.4.3 Design and improve local trails in such a manner as to encourage the preservation and isolation of concentrated nesting areas.

10.4.4 Encourage Park Rangers and others involved with bylaw enforcement to become knowledgeable about local nesting grounds and encourage stricter enforcement of relevant bylaws in these areas.

## **POLICY**

**10.5 Reduce the impacts on the community from the Trans-Canada Highway and from gaseous emissions from the landfill site.**

## **IMPLEMENTATION**

10.5.1 Encourage the Ministry of Transportation to increase plant materials in the landscaped areas adjacent to Highway 1.

10.5.2 Ensure the District’s Landfill Closure Plan meets current standards and is regularly monitored.

10.5.3 Ensure overflow from the leachate collection system at Inter-River Park does not flow into Lynn Creek.

10.5.4 Improve air quality at Inter-River Park by reducing or filtering landfill gas emissions.

## **POLICY**

**10.6 Consider support for new development only if it is based on principles of environmental sustainability.**

## **IMPLEMENTATION**

10.6.1 Require a tree inventory and site plan containing information on tree size and location, location of streams and creeks, and slope information prior to development or redevelopment of land.

10.6.2 Require a wildlife survey and bio-inventory of natural or forested areas being considered for alternative uses.

10.6.3 Examine surface and groundwater flow patterns on steep slopes when considering development applications.

10.6.4 Require adequate tree retention on steep slopes as a condition of development approval.

10.6.5 Require developers and construction workers to implement effective sediment and erosion control techniques for development on steep slopes.

10.6.6 Install oil and grit interceptors at all new and re-developed sites and require maintenance programs be developed for review by District staff.

10.6.7 Encourage the incorporation of on-site infiltration measures such as permeable surfaces and vegetation swales into construction plan to reduce urban run-off.

10.6.8 Install catch basin sediment traps in the vicinity of all new development activities.

10.6.9 Ensure landscaping of development parcels reflects and complements the community's natural setting.

10.6.10 Encourage the development of Green Buildings which conserve energy, water and other resources and uses recycled and environmentally responsible materials.

## **POLICY**

**10.7 Promote and support local efforts to increase environmental stewardship.**

## **IMPLEMENTATION**

10.7.1 Support efforts of North Shore Streamkeepers and other groups to enhance streams and rivers in Lynnmour / Inter-River and continue public education efforts on proper streamside protection and management.

10.7.2 Promote community stewardship through park volunteer projects (garbage pickup, stream cleanup, etc.)

10.7.3 Provide educational materials on proper sediment and erosion control techniques for land development.

10.7.4 Replant damaged or historically lost riparian areas.

10.7.5 Survey streams to ensure adequate gravel for spawning and woody debris for rearing salmonid.

## 11.0 PLAN IMPLEMENTATION

There are a number of specific major steps that need to be taken following the completion of this Local Plan and its incorporation into the District Official Community Plan. These steps are separate from and additional to the many Policy and Implementation Statements needed to realize the benefits of this plan. These are:

1. **Annual Monitoring of Plan** - staff need to establish an on-going liaison with the community and should undertake an annual audit to assess what steps have been taken to implement this Plan and to consider it in the context of the ever changing priorities and needs of the community.
2. **Public Benefits Strategy** - such Community Development Objectives as listed in Part 9 and articulated throughout this Plan shall be the measure against which all new development requiring rezoning is considered. Achieving maximum density provisions shall be based, at least in part, on contributions new development makes to achieving these Community Development Objectives. The Public Benefits Strategy will be developed in consultation with local community representatives and will identify appropriate community improvements needed, the costs associated with these projects and their priority for the community.
3. **Flood Protection Contributions** - Area 1 is within the Lynn Creek Flood Plain and will therefore need to address flood protection and mitigation measures as part of any redevelopment. This will include a cash contribution towards the construction of flood protection works (dyke improvements, berms and floodways) and construction to flood construction levels (FCLs). Cash donations are estimated to be in the order of \$14.31 per square metre (\$1.33 per square foot) of land area.
4. **Community Involvement and Participation** - special provisions and care needs to be taken to ensure that the views of this community are taken into account in the planning and development of the several major regional recreational, commercial and institutional facilities located in this community.