

## **Lynn Valley Town Centre Charrette**

### **Table of Contents**

#### **Agenda**

##### **Section 1: Instructions, Background & Resources**

- instructions
- maps of study area
- background
- design table composition
- list of resources

##### **Section 2: District of North Vancouver Sustainability Framework & Charrette Decision Support Framework**

- DNV sustainability framework & vision
- DNV sustainability principles: the natural step
- DNV sustainability objectives
- Lynn Valley Town Centre charrette decision support framework
- charrette goal
- charrette design principles & objectives
  - five minute walking distance
  - mixed use corridors accessible to all
  - good & plentiful jobs close to home
  - a diversity of housing types
  - access to linked natural areas & parks
  - lighter, greener, cheaper, smarter infrastructure

##### **Section 3: Design Brief Pull-Outs**

- Go team pull-out
- Green team pull-out
- Home team pull-out
- Work team pull-out
- Public workshop summary of comments pull-out

##### **Section 4: Design Targets**

##### **Section 5: Drawing Palette Samples**

North Vancouver Museum & Archives Community History Centre  
3203 Institute Road, North Vancouver, B.C.  
Meeting Room 105

### thursday 27 september:

#### walking tour of Lynn Valley Town Centre (optional)

8:00 to 9:30      Meet at Community History Centre

#### welcome & plenary session

9:30 to 11:00      Plenary session all

##### *presentation:*

- Introduction District of North Vancouver
- Four-day Program and Logistics Jackie Teed
- Design Charrette Agenda and Instructions Jackie Teed
- Review Resources and Materials 1:500/1:1000 Ortho Base Maps, etc. DNV
- Rules of Thumb for a Productive Charrette DCS

#### working session

11:00 to 1:00      Charrette Team Break Out Groups: Go, Green, Home, Work

##### *task:*

- Developing Opportunities & Constraints

#### lunch

1:00-1:30

#### working session

1:30 to 5:00      Design Facilitators

##### *deliverables:*

- Opportunities & Constraints Diagram from each of Go, Green, Home, Work teams
- diagrammatic Town Centre concept plan from each of Go, Green, Home, Work teams

North Vancouver Museum & Archives Community History Centre  
3203 Institute Road, North Vancouver, B.C.  
Meeting Room 105

### friday 28 september:

#### working session

8:30 to 10:00 Plenary session all

*task:*

- Review diagrammatic Go, Green, Home, Work concept plans

10:00 to 12:00 Charrette Team Breakout Groups: Go, Green, Home, Work

*task:*

- Developing diagrammatic concept plans based on feedback from plenary session

#### lunch

12:00 to 12:30

#### working session

12:30 to 5:00 Design Facilitators

*deliverable:*

- First iteration blended concept plan from Go, Green, Home, Work concepts

5:00 to 6:00 Plenary session all

*task:*

- Full charrette team reconvenes to review first iteration blended concept plan

North Vancouver Museum & Archives Community History Centre  
3203 Institute Road, North Vancouver, B.C.  
Meeting Room 105

**saturday 29 september:****mid-course correction / public open house**

10:00 to 1:30      Public open house DNV

- Guests review work to date posted for viewing

1:30 to 2:15      Presentation of work to date selected team members

- Review Go, Green, Home, Work concepts
- Review first iteration blended concept plan (optional)

2:15 to 3:00      Public Feedback

- DNV, guest design facilitators & DCS available for informal Q&A
- DNV collects feedback from guests

North Vancouver Museum & Archives Community History Centre  
3203 Institute Road, North Vancouver, B.C.  
Meeting Room 105

### monday 1 october:

#### mid-course and design update

8:30 to 9:30 Plenary session all

*tasks:*

- Review first iteration blended concept plan design facilitators
- Review key comments from open house DNV

#### working session

9:30 to 12:30 Concept Plan team

*tasks:*

- Revising and developing blended concept plan in response to comments
- Developing blow-up concept drawings for feature areas

Selected Go, Green, Home, Work team members

*tasks:*

- Developing detail drawings for key Go, Green, Home, Work design elements

#### lunch (with team status reports)

12:30 to 2:00 Plenary session all

*tasks:*

- Review developing blended concept plan, feature area concepts & Go, Green, Home, Work detail design elements
- Review & strategize for work to be completed

#### working session

2:00 to late Design Facilitators

*tasks:*

- Continue to develop blended concept plan, feature area concepts, and key Go, Green, Home, Work design elements

North Vancouver Museum & Archives Community History Centre  
3203 Institute Road, North Vancouver, B.C.  
Meeting Room 105

### tuesday 2 october:

#### design update

- 8:30 to 9:30      Plenary session all
- Final review of concepts

#### working session (through lunch)

- 9:30 to 1:00      All participants
- deliverables:*
- Final blended concept plan, feature area concepts, and key Go, Green, Home, Work design elements
  - Team design notes for each of Go, Green, Home, Work and Concept Plan teams

#### working session

- 1:00 to 5:00      All participants
- tasks:*
- Finishing touches on final drawings and design notes
  - Photographing drawings & preparing “rough output” presentation

#### final presentation

- 7:00 to 9:00      Public presentation  
Cardinal Hall, Lynn Valley Recreation Centre –  
3590 Mountain Highway
- 20 minutes Meet & Greet with rough charrette outputs posted for viewing charrette team
  - 50 minutes for presentations on overall Concept Plan, Go, Green, Work, & Home (10 min/team) Design Facilitators and DNV
  - 20 minutes Q&A Design Facilitators and DNV
  - 20 minutes for “Open House” format Q&A of charrette outputs posted for viewing charrette team

**section 1: instructions, background & resources** 

---

## instructions

---

The role of the design team is **to collectively design a concept plan for the Lynn Valley Town Centre that incorporates the design principles, targets, and other design factors laid out in the Design Brief**. This charrette is one step in a comprehensive planning process currently underway to integrate stakeholder and community consultation into the design of a feasible Master Plan for the Lynn Valley Town Centre. This charrette will explore urban design and development strategies to enhance the relationship between residential and commercial uses and choices for pedestrian, cycling and transit users over the automobile. Teams will identify, promote and encourage sustainable options that move towards the sustainability objectives and principles adopted by Council in 2004 (Natural Step) and that align with the community vision as outlined in the *Lynn Valley Plan*. This vision sees the Town Centre as a safe, vibrant, attractive meeting place that is accessible to all and celebrates the natural setting of Lynn Valley while helping to define a unique Lynn Valley “sense of community”. The design brief has been shaped by input from the Project Steering Committee, feedback from members of the community during the two public workshops, Council adopted sustainability objectives and principles, the *Lynn Valley Plan*, input from the UBC Design Centre for Sustainability and the input of District Staff. Consequently, the objectives and requirements of this brief serve to inform a conceptual design plan for the Town Centre that is based on the interests and vision of community stakeholders.

The role of the design teams is to apply and test the design principles and targets<sup>1</sup> in addressing constraints and illustrating possible resolutions to the design questions posed in the Design Brief Pull-Outs. The design teams should draw on the collective expertise, energy and interests of the group to generate holistic and feasible design solutions that achieve the sustainability vision, principles and objectives for the Lynn Valley Town Centre. The targets – developed from existing policy and expert opinion, and established with input from the public workshops, community stakeholder representatives on the Steering Committee and District staff. The targets which will be considered and tested during the charrette and may be further developed as a result, – are organized around six Design Principles:

- 1 Five minute walking distance**
- 2 Mixed use centre accessible to all**
- 3 Good & plentiful jobs close to home**
- 4 A diversity of housing types**
- 5 Access to linked natural areas and parks**
- 6 Lighter, greener, cheaper, smarter infrastructure**

To facilitate the application of these targets, the charrette team will initially be divided into four breakout groups, organized by the four key physical design issue areas: transportation, natural areas and parks, housing, and jobs – titled “Go”, “Green”, “Home” and “Work”, respectively. The focus of discussion and design for each breakout group are the key design questions, targets, and the delivery of main outputs outlined below. Each breakout group will examine existing conditions and opportunities/constraints, and will develop a series of physical design strategies for achieving the targets within these conditions. Once established, the breakout group strategies will be applied by the charrette team to create a long term concept plan representing the Town Centre in 2031 with targets linked to the Regional Growth Strategy and District Official Community Plan review.

---

<sup>1</sup> Targets are measurable criteria defined to achieve design objectives for the Town Centre. For example, provision of 20% rental housing could be considered.



Each breakout team is headed by one design and one process facilitator who are responsible for ensuring the charrette team works efficiently toward achieving the design deliverables. Over the course of the event, the charrette team will produce the following outputs as a minimum. Other additional sketches, images and diagrams, as determined by the design teams, may be needed to adequately illustrate various design strategies:

- 1:500 Opportunities & Constraints diagram outlining assets and challenges on site
- 1:500 Diagrammatic Concept Plan: a colour illustrative concept plan representing the study area in 2050, illustrating land uses and densities including the consideration of peripheral planning area conditions, and view corridors;
- 1:1000 Movement Systems diagram including pedestrian, bicycle, transit, auto. Illustrate 5-minute walking area, locations of parking (on-street, surface and underground), and include bicycle, transit and auto linkages to the regional transportation network and the Town Centre transit hub.
- 1:500 Blended Concept Plan, illustrating Town Centre land use, including type and location of work and housing, and illustrating: parks, urban plazas, and other open space; connections to greenways, trails and pathways; community gardens; preserved and accentuated viewsheds; natural and engineered green infrastructure systems; green roofs; composting and recycling locations; location of protected, restored and/or enhanced forest and aquatic environments annotations for locations of festival or farmers' market site(s); and, connections to schools, creeks and other amenities.
- Street sections from building front to building front for each typical condition within the Town Centre – including Lynn Valley Road, Mountain Highway, and East 27<sup>th</sup> – illustrating location of: traffic lanes, bike lanes, sidewalks, street trees & planting, key signage, light standards, street furniture, weather protection, accessibility, bike amenities.
- Sketches and diagrams illustrating height and massing of new and existing residential, commercial and mixed-use buildings in the Town Centre, and their relationship to adjacent or nearby: streets & lanes; private yards, gardens or building open space; parks, plazas and other public open space; public and institutional buildings.
- Detail concept plan, sections/elevations of the transit hub including the location of: street furniture, bike amenities, key signage, weather protection, accessibility, light standards, street trees & planting, public art
- Detail concept plan, sections/elevations of the Mountain Highway/Lynn Valley road intersection urban plaza including the location of: street furniture, bike amenities, key signage, weather protection, accessibility, light standards, street trees & planting, public art.
- Detail concept plans, sections/elevations of key parks, open spaces, and/or urban plazas including the location of: street furniture, bike amenities, key signage, weather protection, accessibility, light standards, street trees & planting, public art.
- Diagrams illustrating FAR of new residential & mixed use buildings.
- Housing Type Table documenting housing types and estimated unit number.
- Services Table documenting estimated amount of retail, service and office space.
- Sketches and diagrams illustrating how businesses are serviced within the Town Centre.
- Additional diagrams and sketches illustrating: low-impact development (LID) infrastructure and systems and their functional, aesthetic and amenity values; opportunities for alternative energy systems

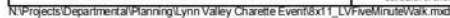
Members from the individual breakout groups will provide the expertise on their areas of knowledge on relevant targets and strategies. In developing the concept plan, members from different breakout groups must negotiate with each other to resolve areas of overlap. Open dialogue and a flow of information should be maintained between the breakout groups to negotiate areas of overlap between targets, and to draw on the expertise of participants assigned to other groups. Team members are encouraged to initiate dialogue with any other team member wherever appropriate.

## map of study area





\_\_\_\_\_



## background

---

The Lynn Valley Town Centre sits on a large bench on the forested slopes of the Coastal Mountain Range. The towering peaks of Fromme and Seymour Mountains provide a scenic backdrop to the study area which includes lands within the area bounded by Harold Road to the north, Fromme Road to the west, East 27<sup>th</sup> Street to the south and Mountain Highway to the east and is approximately 18 hectares (44 acres) in size (*Core Study Area*).

The lands of the study area open to the south to Burrard Inlet about 3 kilometres away. Surrounding the Town Centre are two distinct residential areas. Closest to the commercial core is Central Lynn Valley. Beyond the core lie numerous single family residential neighbourhoods which spread both up and down the mountain slopes.

### On the Periphery of the Town Centre

Central Lynn Valley, as referred to in the *Lynn Valley Plan, 1998*, includes portions of the Central Lynn, Boundary, Kirkstone and Upper West Lynn neighbourhoods and provides an area of transition or buffer between the Town Centre and the surrounding predominantly single family neighbourhoods. This is an area of mixed single family and existing low density multi-family development which is expected to redevelop over time. This area is bounded by Frederick Road to the north, Kirkstone Road to the south, Fromme Road to the west and Church Street to the east.

The process to develop the Lynn Valley Town Centre Master Plan will include an examination of edge conditions between the Town Centre and Central Lynn Valley to ensure appropriate land use transitions and linkages are considered (*Peripheral Study Area*). A map illustrating a five-minute walking distance (400 metres) from the edges of the Town Centre boundary is also included as a guide.

### The Historical Road Network and Settlement Pattern

The arterial road network links the commercial core with the two distinct residential areas and connects Lynn Valley's secondary schools and recreation centres. These roads also lead to Highway 1 and provide connections westward to other parts of the District and the City of North Vancouver. The road network is best characterized as an irregular grid system that has developed over time from the skid roads and water flumes of the 1860's that promoted the area's first logging activities (and hence settlement) and the street car line of 1910, which facilitated the second major period of settlement. By 1912, Lynn Valley was a well established community with a school, several stores, churches, a community hall and the Municipal Hall for the District of North Vancouver. All these developments were located in close proximity to the major intersection of Centre and Pipeline Roads. This historic crossroad is now the location of our soon to be completed Lynn Valley Town Centre Library and Public Plaza project.

### Historic Soundbites<sup>2</sup>

*European settlement became established on the North Shore of Burrard Inlet in 1862 and the first sawmill erected on the North Shore was the Pioneer Mill in 1863. Flumes using power generated from Lynn Creek carried shingle-bolts and sawn timber to the mill in Moodyville. As demand for wood products increased smaller mills began to be built. The first lumber mill in the upper part of Lynn Creek was built in 1903 and was located nearby the present day intersection of Lynn Valley Road and Mountain Highway.*

*The first settlement in Lynn Valley, prior to 1910, was known as Shaketown. All of the buildings in Shaketown were constructed with split cedar logs. - the shakes being of split-cedar, 3 ft. long, ½ an inch thick and of varying widths, composed the sides and roof – hence the name "Shaketown".*

*Lynn Valley Road was originally named Pipe Line Road, where the North Vancouver waterpipe was embedded from Lynn Creek intake to the City of North Vancouver. The original name, both north and south, for Mountain Highway was Centre Road.*

---

<sup>2</sup> All Historic Soundbites taken from *Early Days in Lynn Valley* Walter MacKay Draycott, Contact Printing & Mailing LTD, North Vancouver: 2000, pp.37, 39, 116.

Suburban settlement in Lynn Valley occurred fairly slowly for the next 40 years and it was not until after the Second World War that suburban growth boomed and Lynn Valley's population grew substantially. By the 1970's Lynn Valley had become an auto-oriented suburban community with a large shopping mall, theatre, drive-in restaurants and a variety of housing, including town houses and apartments.

### **Existing Town Centre**

Currently there is approximately 320,000 square feet of retail and commercial space surrounded by extensive surface parking lots and approximately 320 residential units located at the fringes of the core of the study area. Hastings Creek and Princess Park/Lynn Canyon Park trail systems connect two major parks and pass immediately north and south of the Town Centre. An opportunity to improve connections to these natural areas is needed. Kirkstone Park, a community park providing skateboarding, sports courts and playing fields, adjacent to the Karen Magnussen Recreation Centre (wave pool and ice rink) lies immediately south of the Town Centre with minimal pedestrian connections to the core. Kay Burrows and Pioneer Park provide historic references to the community's past in pocket-park settings. Overall, the amount of open space in the Town Centre is approximately one (1) acre or just over two (2) per cent of the total area.

**Key Objectives identified for the Town Centre from the Lynn Valley Plan include the following:**

### **Develop a Comprehensive Open Space and Functional Public Realm System and Improve the Natural Environment**

Create a new park space and linkages in the vicinity of East 27<sup>th</sup> Street in order to create park opportunities for Central Lynn Valley residents, and to provide improved linkages between Central Lynn Valley, the Town Centre and Kirkstone Park. Ensure the design of new public spaces promotes public and personal safety. Provide more resting places (benches, quiet areas) for pedestrians and encourage the types of uses attractive to pedestrians – outdoor cafes, coffee shops etc. in key areas. Rehabilitate Hastings Creek where it crosses Lynn Valley Road and improve public access to it. Explore opportunities to enhance environmental systems, conserve energy and resources and incorporate green infrastructure (e.g. Green Building measures, alternative energy systems such as geothermal, urban habitat enhancements and integrated stormwater management).

### **Develop a “Main Street” type of Shopping Area**

Design a “Main Street” that connects the public plaza or square to the rest of the community by an avenue of street front shops and public seating areas. One that encourages mixed use buildings with residential components provided above the ground floor, excludes or minimizes auto-oriented uses and encourages development of stores in a variety of sizes with well articulated store frontages. A “Lynn Valley” Town Centre theme is envisioned and should reflect Lynn Valley's abundance of water, trees, mountains, views and elements of its cultural heritage (i.e. streetcar).

### **Develop better pedestrian and bicycle links between the Town Centre and rest of the Community and develop an effective transportation/circulation plan that focuses on transit activity**

Design more and safer pedestrian walkways linking the Town Centre with major attractions such as Karen Magnussen Recreation Centre, Lynn Valley Park, Hastings Creek and other trail systems. Provide safer and more attractive pedestrian crossings of Lynn Valley Road, Mountain Highway and East 27<sup>th</sup> Street in the vicinity of the Town Centre. Design mixed use or commercial developments with strong street presence and weather protection for pedestrians – introduce

interesting paving materials and other design elements or features that are useable and pleasant to pedestrians in all seasons.

### **Increase the Amount of Residential Uses in the Town Centre**

Incorporate a diversity of housing options and encourage higher density residential development than the surrounding areas. Design for a mixture of tenures and housing types to meet the housing requirements of people at different stages in the life cycle. Develop a mix of uses (retail, office, residential type developments) to complement the compact commercial core with a strong street presence and that provide live/work opportunities.

Overall, the strong historic roots for Lynn Valley, significant suburban development around the 1970's and clear direction on community priorities determined through the Lynn Valley Plan, provide a rich background to advance planning for the Town Centre towards the creation of a more complete and sustainable community.

## design table composition

---

### GO team:

Transportation connectivity has a fundamental role in creating the framework upon which a community is designed, and the nature of transportation routes strongly influences the spatial organization, character, safety and identity of a community. Successful transportation routes accommodate an effective public transit and road network, as well as a fine-grained pedestrian and bicycle system all of which service the community both within and to the Town Centre .

Design Facilitator: Patrick Condon, Professor, UBC School of Architecture and Landscape Architecture  
Process Facilitator: Susan Milley & Sara Fryer, UBC Design Centre for Sustainability

### Team Players

Michael Pattenauode, Steering Committee Member	Advisory Committee on Disability Issues (ACDI)
Davie McKee	Transportation Planning Advisory Committee (TPAC) and Joint Bicycle Advisory Committee (JBAC)
Barry Bate	Lynn Valley Senior's Association
Fred Smith	Lynn Valley Resident
Derik Giner	Amanat Architects, Arc Design International
Dan Freeman	TransLink
Tony Delmonico	Fire and Rescue Services
Susan Clift, Manager, Eng. Admin. & Tech. Services	District of North Vancouver
Patrick Golier, Transportation Planner	District of North Vancouver

## design table composition

---

### GREEN team:

Creatively integrated public open and gathering spaces in a community contribute to its character, identity and provide social opportunities for residents and visitors alike. Low-impact infrastructure designs and a connected green infrastructure network including the design of greener buildings will contribute to ensuring a healthy and resilient ecosystem.

Design Facilitator: Daniel Roehr, Professor, UBC School of Architecture and Landscape Architecture  
Process Facilitator: Shana Johnstone & Jackie Teed UBC Design Centre for Sustainability

#### Team Players

Dan Ellis, Steering Committee Member	Lynn Valley Community Association
Margot Long	PWL Partnership Landscape Architects Inc.
Jak Redenbach	Legacy North Shore Society
Ron Holbrook	North Vancouver Recreation Commission
Chris Sterry	Lynn Valley Resident
Monica Craver	Lynn Valley Resident
TBD	BC Hydro
Stu MacGillivray	Terasen Gas
Ruben Arellano	Hemmera Energy (renewable energy resources)
Marcel Bernier, Section Mgr., Design Services	District of North Vancouver
Ken Bennett, Section Mgr., Environmental Protection	District of North Vancouver
Susan Rogers, Section Mgr., Parks Planning	District of North Vancouver



## design table composition

---

### HOME team:

Safe and vibrant residential neighbourhoods are created when housing is sensitively integrated into the community and when residents live within a reasonable walking-distance to transportation options, basic services, and spaces that enhance opportunities for social interaction. A variety of housing types contributes to affordable housing options, and creates opportunities for integration into the existing fabric of the surrounding community.

Design Facilitator: Bob Worden, Ramsay Worden Architects  
Process Facilitator: Sara Muir Owen, UBC Design Centre for Sustainability

#### Team Players

Bob McCormack, Vice-Chair, Steering Committee	Lynn Valley Senior's Association
Jake Boxer, Steering Committee Member	Property Owner, Bostell International Ltd.
Tyler MacKay, Steering Committee Member	Residential Property Owner
Bev Pitman	Community Housing Action Committee
John Neumann	North Shore Disability Resource Centre
Alison Harry	Lynn Valley Resident
Penelope Comette	Lynn Valley Resident
Ken Wilby	Property Owner, Town Centre Properties
Hossein Amanat	Amanat Architects, Arc Design International
Phil Chapman, Social Planner	District of North Vancouver
Michael Hartford, Development Planner	District of North Vancouver

## design table composition

---

### WORK team:

Building a resilient local economy within a community involves creating the capacity for a variety of jobs to help support the existing and forecasted population. Living close to ones workplace means fewer vehicles on the road and more opportunity to use transit options. Mixed use retail, office, service and facilities can be sensitively integrated with residential buildings, enlivening the streetscape and contributing to a safe, identifiable and walk-able community.

Design Facilitator: Rob Lane, Director, Regional Design Programs, Regional Plan Association  
David Kooris, Director, Connecticut Office of Regional Plan Association  
UBC Process Facilitator: Jone Belausteguigoitia, UBC Design Centre for Sustainability

### Team Players

Robin Delany, Steering Committee Member	Local Business Representative
Richard Lewthwaite, Steering Committee Member	Canada Safeway Ltd.
Don Rutherford, Steering Committee Member	North Shore Neighbourhood House
Richard Weir, Steering Committee Member	Bosa Development Corporation
Maureen Bragg and John Gilmour (shared)	Lynn Valley Community Association
Pamela Doherty	Lynn Valley Resident
Michael Burton-Brown	The Abbarch Partnership Architects
Karen Rendek, Policy Planner	District of North Vancouver
Michael Wei, Urban Designer	District of North Vancouver
John Rice, Arts and Culture Coordinator	District of North Vancouver

## list of resources

---

### Documents and Online Resources

#### Charrette Team:

District of North Vancouver Official Community Plan (hardcopy only)

Lynn Valley Plan [www.dnv.org/article.asp?a=207&c=602](http://www.dnv.org/article.asp?a=207&c=602)

Lynn Valley Library Project and Town Centre [www.district.north-van.bc.ca/article.asp?a=2514&c=607](http://www.district.north-van.bc.ca/article.asp?a=2514&c=607)

Lynn Valley Library Centre Retail/Office Market Study, 2002 [www.dnv.org/article.asp?a=2517&c=607](http://www.dnv.org/article.asp?a=2517&c=607)

Lynn Valley Library Building Program Final Documentation, 1998  
[www.dnv.org/article.asp?a=2518&c=607](http://www.dnv.org/article.asp?a=2518&c=607)

Early Days in Lynn Valley, 2000 (hardcopy only)

The District of North Vancouver Heritage Inventory, 1993 (hardcopy only)

Streetscape Guidelines for the Lynn Valley Town Centre, 2000 (hardcopy only)

Council Policy 1-0620-3 The Natural Step Framework

Pedestrian Access Guidelines: Photo Study of Good/Bad Design, February 2000

District of North Vancouver Bicycle Master Plan, 2006 [www.district.north-van.bc.ca/article.asp?c=758&a=3273](http://www.district.north-van.bc.ca/article.asp?c=758&a=3273)

DNV Subdivision Servicing Bylaw.

Lynn Valley Town Centre Site Inventory, 2007

Lynn Valley Town Centre and Central Lynn Valley Heritage Inventory, 2007

2007 Annual Report, District of North Vancouver  
[http://www.dnv.org/popular\\_report/2007/main.html](http://www.dnv.org/popular_report/2007/main.html)

*And don't forget section 5: drawing palette samples in the back of this design brief!*

#### Online Resource:

<http://www.dnv.org>

**section 2: District of North Vancouver sustainability framework &  
charrette decision support framework \_\_\_\_\_**

## District of North Vancouver sustainability framework & charrette decision support framework

---

### District of North Vancouver Sustainability Framework

In 2004, District Council adopted The Natural Step (TNS) principles (defined below) for sustainability to guide long term strategic planning and District initiatives. In 2005, Council articulated the vision "to become one of the most sustainable communities in the world by 2020". The District of North Vancouver's sustainability policy (TNS principles) and vision provide a strong foundation to guide all policies, plans and initiative towards sustainability. On December 4<sup>th</sup>, 2006, Council authorized District staff to proceed with the development of a Master Plan for the Lynn Valley Town Centre, which will advance this goal. The Design Centre for Sustainability at the University of British Columbia (the DCS) is working with the District to facilitate a stakeholder-driven, multidisciplinary design charrette<sup>1</sup> process to develop an implementable-concept plan for a more sustainable Town Centre.

#### Sustainability Vision

"By 2020, we will be recognized among the most sustainable communities in the world as demonstrated through our environmental stewardship, strong network of neighbourhoods, a vibrant economy and community-driven growth and change."<sup>2</sup>

#### Sustainability Principles: The Natural Step<sup>3</sup>

"The TNS Framework describes core guiding principles for moving toward sustainability. It is intended to assist decision-makers by providing a pragmatic analytical tool for understanding and integrating sustainability principles into complex organizations."

These basic principles are described by the Sustainability System Conditions:

**In a sustainable society, nature is not subject to systematically increasing...**



**Concentrations of substances extracted from the Earth's crust (e.g. fossil fuel emissions);**



**Concentrations of substances produced by society (e.g. pesticides);**



**Degradation by physical means (e.g. deforestation);**

**and in that society...**



**People are not subject to conditions that systematically undermine their capacity to meet their needs (e.g. access to housing)**

---

1 A charrette is a collaborative planning process that engages varied stakeholder groups to incorporate disparate viewpoints into a synthesized and sustainable solution.

2 Source: the District of North Vancouver website, <http://www.district.north-van.bc.ca/>

3 Source: the Natural Step CANADA website, <http://www.naturalstep.ca/framework.html>

## Sustainability Objectives<sup>4</sup>

Based on The Natural Step principles, on November 1, 2004 the District of North Vancouver Council adopted the following guiding objectives for long-term strategic planning:

1. to take the necessary actions over time to eliminate our community's contribution to fossil fuel dependence and to the wasteful use of scarce metals and minerals;
2. to take the necessary actions over time to eliminate our community's contribution to dependence upon persistent chemicals and wasteful use of synthetic substances;
3. to take the necessary actions over time to eliminate our community's contribution to encroachment upon nature, meaning: land, water, wildlife, forests, soil and general ecosystems; and
4. to take the necessary actions over time to meet human needs fairly and efficiently.

The District's sustainability policy provides high level guidance based on The Natural Step (TNS) system conditions for sustainable communities. Specific proposals for the redevelopment of the Lynn Valley Town Centre will be evaluated against the four TNS conditions to assess whether they are moving us towards sustainability. Some of the means to support the District's sustainability objectives and TNS system conditions in the redevelopment of the Town Centre may include:

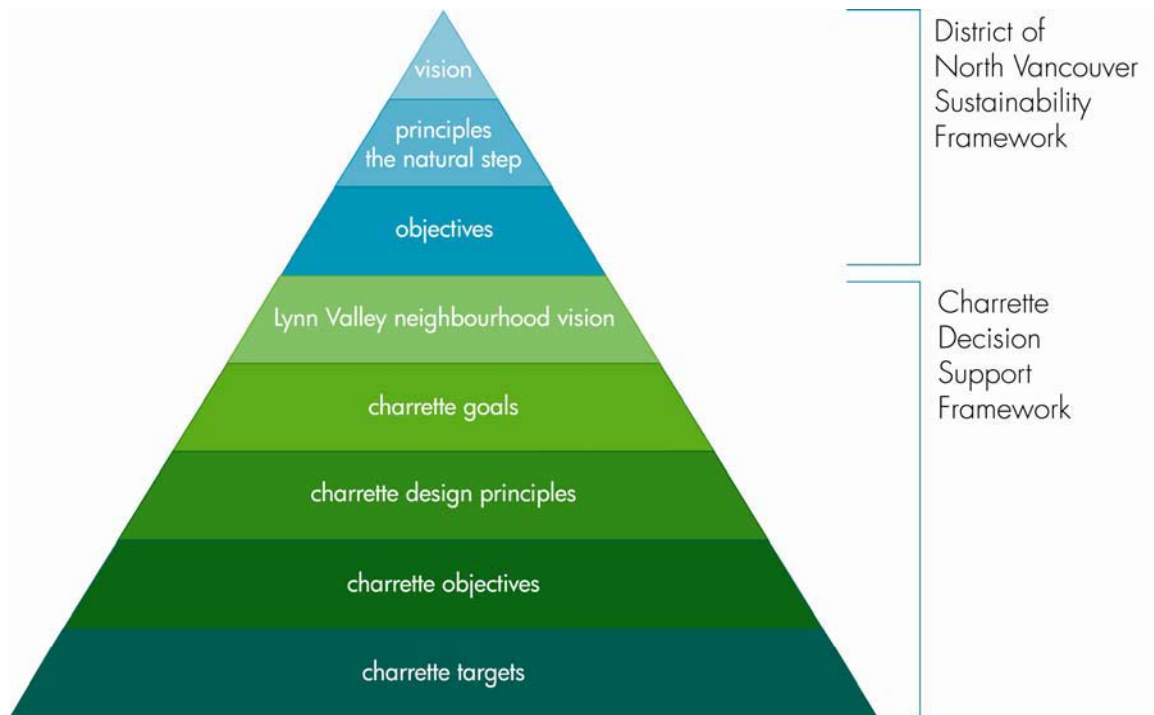
- Reducing dependency on automobiles by enhancing opportunities for walking, cycling and transit;
- Conserving energy and exploring renewable energy options through the development of green buildings and green sites;
- Using construction materials that do not contain (or minimize) persistent chemicals, scarce metals or minerals and minimizing the use of synthetic materials;
- Protecting local ecosystems and habitat areas and maintaining ecological functions such as hydrology;
- Providing for a range of housing types and tenures including affordable and rental housing to meet diverse needs of the community;
- Providing for a range of community services and amenities to serve the diversity of needs of the community;
- Providing an effective transportation system so residents can access jobs, commercial areas, recreation and community services; and
- Providing for cultural opportunities to support community needs and identity.

## **Lynn Valley Town Centre Charrette Decision Support Framework**

The Town Centre charrette process is guided by the *Charrette Decision Support Framework*, which guides the decisions made by the charrette team during the design event. This framework presents a *Vision*, *Charrette Goal*, *Design Principles*, *Objectives* and *Targets* that focus specifically on developing a concept plan that will strengthen the Town Centre commercially, making it more effective as a place to shop, live and work and to help integrate it with the surrounding neighbourhoods of Lynn Valley and the District as a whole. The framework is based on input provided by the Project Steering Committee, feedback from members of the community during the two public workshops, Council adopted sustainability objectives and principles, the *Lynn Valley Plan*, input from the UBC Design Centre for Sustainability, and the input of District Staff. The following diagram illustrates the relationship of these elements:

---

<sup>4</sup> from: MINUTES of the **Regular Meeting of the Council** for The Corporation of the District of North Vancouver held in the Council Chamber of the Municipal Hall, 355 West Queens Road, North Vancouver, B.C. on Monday, November 1, 2004, commencing at 7:00 pm.



### Lynn Valley Neighbourhood Vision

The *Lynn Valley Plan* which was adopted by Council in 1998 includes a vision for Lynn Valley which can be built upon to design the Town Centre:

“Drawing on our spectacular natural forest and mountain setting and our pioneer roots, we will create a diverse community which combines the warmth of small town living with the convenience of city life. Distinct, livable neighbourhoods will surround and be linked to a vibrant attractive town centre which will include residential, commercial and mixed use buildings. With a keen sense of community identity and pride, our active, involved citizens welcome people from all walks of life supporting them through life’s transitions, working in partnership to provide lifelong learning and recreation.”

-- Vision Statement, *Lynn Valley Plan*, 7 May 1998

### Charrette Goal

The goal of this charrette is to develop a concept plan for the Lynn Valley Town Centre that enhances the relationship between residential and commercial uses and choices for pedestrian, cycling and transit uses over the automobile, promotes and encourages sustainable options that move towards the sustainability objectives and principles adopted by Council in 2004 (Natural Step) and that aligns with the community vision in the *Lynn Valley Plan*. This vision sees the Town Centre as a safe, vibrant, attractive meeting place that is accessible to all and celebrates the natural setting of Lynn Valley while helping to define a unique Lynn Valley “sense of community”.

The six design principles from the DCS’s *Sustainability by Design* project provide a high level organizational and guiding structure for developing sustainable communities. These principles are a product of what the DCS has learned through twelve years of sustainable community design projects in the Greater Vancouver Region, and other BC communities. Each design principle is described by a statement of intent that incorporates the objectives of the *Lynn Valley Plan*, is supported by the District Official Community Plan community goals, the adopted Community Sustainability Objectives and includes the primary objectives identified by the community at the public workshop..

## Charrette Design Principles & Objectives<sup>5</sup>

### **Design Principle 1 | Five minute walking distance**

#### *intent:*

Sustainable communities have compact neighbourhoods surrounding a higher density, vibrant core. Public gathering places provide a focus for each neighbourhood, and contribute to community identity. An interconnected grid of streets and pathways connects neighbourhoods, and is designed for walking, cycling and transit access. Neighbourhoods have enough density and use mix to support transit service. (LVP objectives 5.3, 6.1, 7.1, 7.2, 8.2, 11.6; community sustainability objectives 1 & 3; OCP community goals 1 & 2, public workshop: May 3, 2007)

#### *Objectives based on public feedback:*

- *Connectivity within and between neighbourhoods for cars and pedestrians*
- *Design of streets, buildings and public spaces creates an urban form that is safe, vibrant and attractive*

### **Design Principle 2 | Mixed use centre accessible to all**

#### *intent:*

Sustainable communities are more complete communities where residents live, work, shop and play in their local area. Land and public infrastructure are designed for multiple purposes and mixed use, and to contribute to community identity. Corridors provide both effective commuter and goods transportation, and access to multiple services and daily activities. Corridors enable diverse transportation choices, including safe, accessible, affordable and sustainable circulation for pedestrians, bicycles, transit and automobiles. (LVP objectives 6.1, 8.2, 10.1, 10.2, 11.7; community sustainability objectives 1 & 4; OCP community goals 4 & 6, public workshop: May 3, 2007)

#### *Objectives based on Public Feedback:*

- *Mixed uses serving commercial, service and office needs in the Town Centre*
- *Flexible building design and landscaping to integrate different land uses*
- *Character - Complete communities include art, culture and heritage that are easily accessible and contribute to community identity*

### **Design Principle 3 | Good & plentiful jobs close to home**

#### *intent:*

Complete communities foster local economic opportunities and growth to help support residents' needs. The Town Centre will continue to provide quality retail, office, library and other community services which are necessary to maintain the vitality and identity of the community. Local businesses thrive in a variety of spaces including live/work studios thereby providing residents with opportunities to find a variety of employment options close to home. (LVP objectives 6.1, 8.1, 8.2, 11.1, 11.2; community sustainability objectives 1 & 4; OCP community goal 5, public workshop: May 3, 2007)

#### *Objectives based on Public Feedback*

- *Improve the jobs/housing balance by providing more opportunities for people to work closer to home*

---

<sup>5</sup> Note: For Targets see Section 4



- *Provide a diversity of job opportunities to suit the needs of different skill and age sets*
- *Support – Supporting jobs means fostering a variety of good work environments. Locate amenities and jobs within walking distance of each other puts working people near their daily needs. Encourage home-based businesses increases work options in the community*

#### **Design Principle 4 | A diversity of housing types**

##### *intent:*

Sustainable communities include a variety of housing choice in type, tenure, affordability and accessibility in the same neighbourhood, and very often on the same street. A mix of housing types allows residents to live affordably in the same community throughout their lives. High quality neighbourhood design protects and enhances the character of residential neighbourhoods while responding to current and future community needs, such as aging populations, empty nesters, single-parent families and smaller, non-traditional households. (LVP objectives 5.1, 5.2, 5.3, 5.4, 5.5, 8.2; community sustainability objective 4; OCP community goals 1 & 2, public workshop: May 3, 2007)

##### *Objectives based on Public Feedback*

- *Provide a variety of housing types to meet the needs of all families, ages and abilities*
- *Provide a concentration/intensity of housing in the Town Centre to support local businesses and transit*
- *Design housing to contribute to the preservation of the environment, for example to conserve energy and resources, protect natural systems such as through provision of green roofs and on-site stormwater management*
- *Design high quality neighbourhoods that protect and enhance the character of residential neighbourhoods and contribute to community identity*

#### **Design Principle 5 | Access to linked natural areas and parks**

##### *intent:*

Sustainable communities protect, preserve and link natural areas, parks, urban public spaces and key features to maintain and restore ecosystem functions. Well designed communities integrate natural systems with human activities, placing high value on community access to natural systems and parks, yet recognizing their role as essential elements of the ecosystem. They protect the natural character of the community and secure opportunities for current and future active and passive recreation needs. Sustainable communities protect and preserve key natural areas and features, and maintain and restore ecosystem functions. (LVP objectives 4.1, 4.2, 4.3, 6.1, 9.1, 9.2, 9.3, 9.4, 9.5, 9.6; community sustainability objectives 3 & 4; OCP community goal 3, public workshop: May 3, 2007)

##### *Objectives based on Public Feedback*

- *Ensure there are enough parks, urban public and open spaces to meet the various needs of the community*
- *Protect, preserve and restore significant natural areas and ecosystems and link key natural areas, parks and urban public spaces*
- *Provide safe and accessible natural areas, urban open space and parks that are designed to be universally accessible and are an amenity for the whole community*

## Design Principle 6 | Lighter, Greener, Cheaper, Smarter infrastructure

### *intent:*

Sustainable communities optimize the economic, social and ecological impacts of buildings and infrastructure. Innovative development standards and practices, which includes preserving, enhancing and maximizing use of existing public facilities and other local community resources, reduces community and environmental impacts as well as the private, public, and taxpayer costs of development and infrastructure. Infrastructure that is clustered, interconnected, integrated, service-oriented, responsive, renewable/low-impact, well-suited and adaptable will benefit both society and the environment, and save money over the longer-term. (LVP objectives 10.3, 11.3, 11.4, 11.5; community sustainability objectives 2 & 3; OCP community goal 6; GM pp.4-17, public workshop: May 3, 2007)

### *Objectives based on Public Feedback*

- *Reduce the environmental footprint of development to move towards a sustainable future*
- *Ensure sound and innovative infrastructure designs are considered to enhance efficiencies and quality of life in the community*
- *Flexibility – design infrastructure that is adaptable so that it can accommodate future changes in technology, community servicing requirements and the development of best management practices*

**section 3: design brief pull-outs** 

---

## GO TEAM design brief pull-out

---

Transportation connectivity has a fundamental role in creating the framework upon which a community is designed, and the nature of transportation routes strongly influences the spatial organization, character, safety and identity of a community. Successful transportation routes accommodate an effective public transit and road network, as well as a fine-grained pedestrian and bicycle system all of which service the community both within and to the Town Centre.

### **Key Design Questions**

1. What street and pathway connections are missing now or will be needed to sustain the new design concept?
2. Where should the new Main or High Street located? How does the new Main or High Street relate to the Town Centre Core, particularly the public plaza and square?
3. How can the streets and pathways provide safe, comfortable and accessible transportation routes - including safer and more efficient pedestrian and bicycle crossings and linkages – that contribute to the overall form and sense of place in the Town Centre?
4. How can Lynn Valley Road, Mountain Highway and East 27<sup>th</sup> contribute to the overall form and sense of place in the Town Centre? How can the Mountain Highway and Lynn Valley Road intersection incorporate an attractive urban square and safer pedestrian and bicycle crossings?
5. How will parking in the Town Centre managed? Where is it located and how does it integrate with other circulation elements of the road, pedestrian and bike networks?
6. How can the transit hub be integrated into the town centre, and how can it function as a multi-purpose movement centre that includes amenities for cyclists, pedestrians and mini-buses along with traditional transit buses? What services and amenities should be provided there?
7. How can transit routes connect both east-west and north-south areas to and from the retail core of the Town Centre? Where are the optimal locations for mini-bus routes that connect the Town Centre to other locations outside the community? How should bike and pedestrian routes connect from the surrounding residential neighbourhoods, to the retail core of the Town Centre?
8. How can greenways and trails knit together to provide optional routes and how can these connect to the Town Centre and to the rest of the community, including public spaces, parks and attractions (i.e. Karen Magnussen Recreation Centre, Hastings Creek, Lynn Valley Park)?

### **Deliverables\***

1. 1:500 Opportunities & Constraints diagram developed through the lens of transportation.
2. 1:500 Diagrammatic Concept Plan developed through the lens of transportation.
3. 1:1000 Movement Systems diagram including pedestrian, bicycle, transit, auto. Illustrate 5-minute walking area, locations of parking (on-street, surface and underground), and include bicycle, transit and auto linkages to the regional transportation network and the Town Centre transit hub.
4. Street sections from building front to building front for each typical condition within the Town Centre – including Lynn Valley Road, Mountain Highway, and East 27<sup>th</sup> – illustrating location of: traffic lanes, bike lanes, sidewalks, street trees & planting, key signage, light standards, street furniture, weather protection, accessibility, bike amenities.
5. Detail concept plan, sections/elevations of the transit hub including the location of: street furniture, bike amenities, key signage, weather protection, accessibility, light standards, street trees & planting, public art
6. Detail concept plan, sections/elevations of the Mountain Highway/Lynn Valley road intersection urban plaza including the location of: street furniture, bike amenities, key signage, weather protection, accessibility, light standards, street trees & planting, public art.
7. Document, in text and drawings, achievement of targets as identified on reverse.

---

\* Note: all deliverables to be illustrated with drawings in metric scale, with additional supporting text as necessary.

## Targets<sup>1</sup>

### **FIVE MINUTE walking DISTANCE**

- 1** Build on the existing street network in the peripheral areas immediately surrounding the Lynn Valley Town Centre to ensure that 100% of residents and workers located within 400m of the Town Centre perimeter are within a **maximum 5-minute walk of the Town Centre**. Identify, enhance and create key pedestrian and bicycle linkages to, from and within the Town Centre using sidewalks, lanes and trails to create a safe and accessible interconnected pedestrian/bike grid.
- 2** In the Town Centre front all development on streets to ensure commercial and mixed-use buildings are contiguous to the sidewalk, and mass buildings to create a comfortable pedestrian scale in the public realm. To further enhance the pedestrian experience and to encourage people to walk, ensure that building design incorporates as many doors and windows (articulations) on the street as is practical, respects view corridors and reduces shading to allow the maximum amount of sun to penetrate into public and semi-public open spaces.
- 3** Design all streets to include accessible, safe and comfortable sidewalks with a minimum width of 3.2 metres and reserve attractive and inviting spaces for pedestrian oriented activities and transit use.

\*Note: Consult Streetscape Guidelines for Lynn Valley Town Centre for existing street hierarchy and cross-sections

### **MIXED USE CENTRE ACCESSIBLE TO ALL**

- 6** Identify locations for public art, signage and other creative “way-finding” strategies in the Lynn Valley Town Centre to enhance sense of place and to mark major trail connections and points of historical, recreational or other significance. Create gateway features at major entrances to the Town Centre and major road intersections as appropriate. Identify potential public art concepts or themes as opportunities arise.
- 8** Establish an interconnected network of streets and lanes within the Town Centre, and provide safe and accessible street crossings at appropriately placed intervals - **200m or less**. Use traffic calming or other methods to balance the needs of traffic, pedestrians and transit.
- 9** Accommodate pedestrians safely, accessibly and comfortably on all streets. On major street corridors ensure the needs of pedestrians, bicycles and transit users are accommodated safely, accessibly and comfortably while taking into consideration the need to provide for goods movement and through traffic.
- 10** Ensure the Town Centre is connected to surrounding neighbourhoods, as well as district- and region-wide residential, employment, shopping, recreational and other important destinations by incorporating an effective north-south and east-west multi-modal transportation system.
- 11** Locate the majority of parking underground. Locate additional overflow parking, as needed, on applicable streets within the Town Centre. Reduce residential parking requirements to 1.3 per dwelling unit for all unit sizes and where provisions of 10+ parking spaces are required, visitor parking shall be calculated at 0.1 spaces/dwelling unit. For commercial, the standard of 1 space per 20m<sup>2</sup> (1 space per 15m<sup>2</sup> for restaurants) is required for larger food stores. The base retail rate for the remainder of the Town Centre can be calculated at 1 space per 45 m<sup>2</sup> plus 1 space per 100 m<sup>2</sup> of outdoor display. (**Targets for parking will require further analysis following the Charrette.**)

### **GOOD AND PLENTIFUL jobs CLOSE TO HOME**

- 14** Support the viability of businesses and access to jobs by developing the Town Centre as a transit hub - a multipurpose movement centre providing facilities for transit, cyclists and pedestrians. Locate the hub to integrate with and facilitate direct access to the heart of the Town Centre. Provide supporting residential and commercial densities. Ensure densities are concentrated in the Town Centre and decrease towards the perimeter to provide for an appropriate transition to adjacent established residential neighbourhoods at their expected long-term densities.

### **LIGHTER, GREENER, CHEAPER, SMARTER infrastructure**

- 28** For small, frequent storm events (0 to 50% of the MAR\*), capture 90% of the rainfall in a typical year at the source through infiltration, evaporation, transpiration or reuse. For large, infrequent storm events (50 to 100% of the MAR), store runoff and reduce runoff rate. Release at a rate that approximates a natural forested condition. For flood risk management for extreme storms (> MAR up to 100-yr), ensure that the drainage system is able to convey extreme storm events with only minimal damage to public and private property.\*At the North Vancouver Lynn Valley climate station the (Mean Annual Rainfall) MAR is 120 mm (50% of the MAR is 60 mm).
- 29** Create an integrated, linked, green infrastructure system for storm drainage, infiltration, and improved water quality. Approximately 20% of streets and open space should move and clean water while providing shade and habitat. Treat/use greywater on site wherever possible for irrigation and improved soil hydrology.

---

<sup>1</sup> The purpose of the design targets are to give guidance to the Charrette Team on design objectives for the Lynn Valley Town Centre. These targets are not policy and will be used during the charrette to help generate a design concept for a more sustainable community. Further analysis and development of all aspects of the design concept will be required following the charrette as we move from concept to Plan. Each target is derived from, and responds to the summary of input gathered at the Lynn Valley Town Centre public workshops. The enclosed “Public Workshop – summary of comments pull out” in Section 3 cross references the design brief targets.

## **WORK TEAM design brief pull-out**

---

Building a resilient local economy within a community involves creating the capacity for a variety of jobs to help support the existing and forecasted population. Living close to ones workplace means fewer vehicles on the road and more opportunity to use transit options. Mixed use retail, office, service and facilities can be sensitively integrated with residential buildings, enlivening the streetscape and contributing to a safe, identifiable and walk-able community.

### **Key Design Questions**

1. How can new office, service and retail uses be distributed, and integrated in the Town Centre?
2. How can office, service and retail uses be layered into mixed use buildings?
3. Are there key locations along Lynn Valley Road, Mountain Highway, East 27<sup>th</sup> and the new Main or High Street where businesses should be focussed?
4. How does the location and design of commercial and mixed-use buildings contribute to creating a safe, comfortable and attractive streetscape, and contribute to the identity of the Lynn valley Town Centre? How does the massing of buildings preserve view corridors and maximize sunlight penetration to the street?
5. What types of retail and other services are currently missing in the Town Centre? How can they be connected to residents within a 5-minute walk? Are services linked effectively to transit, natural areas and public gathering spaces?
6. What types of job opportunities will be supported in the Town Centre?
7. How can commercial functions be serviced without impacting residential neighbours or disrupting the commercial activities?

### **Deliverables\***

1. 1:500 Opportunities & Constraints diagram developed through the lens of work.
2. 1:500 Diagrammatic Concept Plan developed through the lens of work.
3. 1:500 Blended Concept Plan, illustrating Town Centre land use, including type and location of work (jointly within Concept Plan team).
4. Sketches and diagrams illustrating height and massing of new and existing commercial and mixed-use buildings in the Town Centre, and their relationship to adjacent or nearby: streets & lanes; private yards, gardens or building open space; parks, plazas and other public open space; public and institutional buildings (jointly with HOME team).
5. Diagrams illustrating FAR of new residential & mixed use buildings (jointly with HOME team).
6. Services Table documenting estimated amount of retail, service and office space.
7. Sketches and diagrams illustrating how businesses are serviced within the Town Centre.
8. Document, in text and drawings, achievement of targets as identified on reverse.

---

\* Note: all deliverables to be illustrated with drawings in metric scale, with additional supporting text as necessary.

## **Targets<sup>1</sup>**

### **GOOD AND PLENTIFUL jobs CLOSE TO HOME**

- 12** Create opportunities for an increase and greater diversity of jobs in the Town Centre including more commercial/ retail and office spaces. Improve the existing ratio of local jobs to housing to reduce the journey to work. Generally support an overall increase in commercial and retail space of up to twenty-five (25) per cent over the existing square footage and provide services to support home-based business, live/work and office opportunities, where appropriate, in and around the Town Centre.

(It is estimated that commercial/ retail space generates twice as many jobs as office space with approximately 1 job/ 250 sq. ft. of retail compared to 1 job/ 500 sq. ft. of office floor space.)

- 13** Except where new development faces existing long-term residential areas, 80% of all ground floor area in the Town Centre should be retail with all ground floors facing the street. However, live/work units can be considered as a transition between commercial uses and existing long-term residential areas.
- 14** Support the viability of businesses and access to jobs by developing the Town Centre as a transit hub - a multipurpose movement centre providing facilities for transit, cyclists and pedestrians. Locate the hub to integrate with and facilitate direct access to the heart of the Town Centre. Provide supporting residential and commercial densities. Ensure densities are concentrated in the Town Centre and decrease towards the perimeter to provide for an appropriate transition to adjacent established residential neighbourhoods at their expected long-term densities.

### **A DIVERSITY OF housing TYPES**

- 18** Provide between 30,000 and 45,000 square feet of additional community service space, distributed at appropriate locations in and around the Town Centre, to accommodate future daycare, seniors, cultural, public safety and other community service needs are met for residents of all ages, incomes, abilities and family types.

\*Note: Provide sufficient child care to meet the needs of 50 children (3.7m<sup>2</sup>/child for interior space and 7.0 m<sup>2</sup> /child for outdoor space) - approximately 2000sf of interior space and 3800sf of outdoor space.

### **LIGHTER, GREENER, CHEAPER, SMARTER infrastructure**

- 30** Where possible locate green roofs on at least 50% of Town Centre buildings, with at least 15% of these areas accessible to the public.
- 31** Ensure **100%** of Town Centre dwellings are within a **3-minute walk (300 m)** of a local recycling depot, composting site, and a garden plot. Identify a suitable location in the Town Centre for a farmer's market that can also be used for other suitable outdoor activities in the off-season. Garden plots may be located on rooftops, in semi-private areas, as well as part of public open space.
- 32** A portion of the energy used on site should come from on-site renewable sources such as solar voltaics, solar hot water, and geothermal energy. Consider building massing and orientation for increased energy performance within the context of the local climate. Locate trees to reduce the heat island effect and provide weather protection for buildings to help reduce mechanical heating/cooling needs.

---

<sup>1</sup> The purpose of the design targets are to give guidance to the Charrette Team on design objectives for the Lynn Valley Town Centre. These targets are not policy and will be used during the charrette to help generate a design concept for a more sustainable community. Further analysis and development of all aspects of the design concept will be required following the charrette as we move from concept to Plan. Further analysis and development of all aspects of the design concept will be required following the charrette as we move from concept to Plan. Each target is derived from, and responds to the summary of input gathered at the Lynn Valley Town Centre public workshops. The enclosed "Public Workshop – summary of comments pull out" in Section 3 cross references the design brief targets.

## HOME TEAM design brief pull-out

---

Safe and vibrant residential neighbourhoods are created when housing is sensitively integrated into the community and when residents live within a reasonable walking-distance to transportation options, basic services, and spaces that enhance opportunities for social interaction. A variety of housing types contributes to affordable housing options, and creates opportunities for integration into the existing fabric of the surrounding community.

### **Key Design Questions**

1. How can the various housing types, tenures, and forms needed to accommodate current and emerging family and income demographics and allow residents to age in place be distributed in the Town Centre? How can this housing be distributed equitably?
2. How can residential units layer into mixed-use buildings?
3. How does the location and design of residential and mixed-use buildings contribute to creating a safe, comfortable and attractive streetscape, and contribute to the identity of the Lynn valley Town Centre? How does the massing of buildings preserve view corridors and maximize sunlight penetration to the street?
4. How are peripheral residential areas connected to basic-needs, shops, transit, natural areas and public gathering spaces in the Town Centre?
5. Where should key nodes and facilities be located? Where should new, facilities, playgrounds, parks and open space, and community services be located to meet the needs of new residents?
6. What CPTED principles are most important to include in the Town Centre design?

### **Deliverables\***

1. 1:500 Opportunities & Constraints diagram developed through the lens of home.
2. 1:500 Diagrammatic Concept Plan developed through the lens of home.
3. 1:500 Blended Concept Plan, illustrating Town Centre land use, including type and location of housing (jointly within Concept Plan team).
4. Sketches and diagrams illustrating height and massing of new and existing residential and mixed-use buildings in the Town Centre, and their relationship to adjacent or nearby: streets & lanes; private yards, gardens or building open space; parks, plazas and other public open space; public and institutional buildings (jointly with WORK team).
5. Diagrams illustrating FAR of new residential & mixed use buildings (jointly with WORK team).
6. Housing Type Table documenting housing types and estimated unit number.
7. Document, in text and drawings, achievement of targets as identified on reverse.

---

\* Note: all deliverables to be illustrated with drawings in metric scale, with additional supporting text as necessary.



## **Targets<sup>1</sup>**

### **FIVE MINUTE walking DISTANCE**

- 2** In the Town Centre front all development on streets to ensure commercial and mixed-use buildings are contiguous to the sidewalk, and mass buildings to create a comfortable pedestrian scale in the public realm. To further enhance the pedestrian experience and to encourage people to walk, ensure that building design incorporates as many doors and windows (articulations) on the street as is practical, respects view corridors and reduces shading to allow the maximum amount of sun to penetrate into public and semi-public open spaces.

### **A DIVERSITY OF housing TYPES**

- 15** Maintain a range of densities up to a maximum of 3.0 FSR with a variety of housing types from ground oriented townhomes to higher rise developments, at appropriate locations, with underground parking required. At the edges between the Town Centre and adjacent established residential neighbourhoods densities may be less than 2.0 FSR to ensure appropriate transitions are achieved.
- 16** The height of buildings will be designed to fit within the overall design objectives for the Town Centre and ensure the pedestrian realm is highly livable, taking into consideration the preservation of view corridors and the character/sense of place of the area and be considered in the context of what specific design and amenity features are enabled by this additional height.
- 17** Ensure diversity in the housing stock by providing a broad range of housing types and unit sizes when designing the residential building forms and ensure there is an equitable distribution of housing options available at appropriate locations throughout the entire Town Centre with affordable housing integrated in the range of 10 to 20 per cent. Housing objectives include providing a range of housing to meet the needs of young families, seniors, renters, persons requiring accessible units, live/work, etc.

\*Note: Provisions for affordable housing to include density bonussing or other incentives. Other means to provide for affordable housing such as District contributions and partnerships with senior agencies and other organizations will need to be explored in implementation phases. An affordable unit as commonly defined in housing initiatives in this region (i.e. Metro Vancouver) is one where the rent or combination of mortgage, interest, and tax rate of the unit costs no more than 30% of the household's or individual's gross monthly income. The District's median annual income for owners in 2007 is \$79,955. The District's average market value of a two (2) bedroom condominium in 2007 was \$369,900 and the annual income required to purchase this is \$87,726. The District's median annual income for renters in 2007 is \$42,495. The District's average market rent for a two (2) bedroom apartment in 2007 is \$946/month and requires \$37,940 annual income. Housing targets and implementation measures will require further analysis following the charrette. Housing strategies generated through Metro Vancouver's Regional Housing Strategy and the review of the Regional Growth Strategy will be considered (these initiatives are currently being developed).

- 18** Provide between 30,000 and 45,000 square feet of additional community service space, distributed at appropriate locations in and around the Town Centre, to accommodate future daycare, seniors, cultural, public safety and other community service needs are met for residents of all ages, incomes, abilities and family types.

\*Note: Provide sufficient child care to meet the needs of 50 children (3.7m2/child for interior space and 7.0 m2 /child for outdoor space) - approximately 2000sf of interior space and 3800sf of outdoor space.

### **MIXED USE CENTRE ACCESSIBLE TO ALL**

- 4** Create a vibrant Town Centre with opportunities for mixed land uses. Ensure there is a level of adaptability and flexibility incorporated throughout the Town Centre and within individual buildings (mixed use) to accommodate changing needs.
- 5** Design the Town Centre to respond to local climate, context and views, and establish a strong, cohesive visual and cultural identity for the Town Centre that references the local history, landmarks, forested slopes and other natural resources and landscape features.

### **LIGHTER, GREENER, CHEAPER, SMARTER infrastructure**

- 30** Where possible locate green roofs on at least 50% of Town Centre buildings, with at least 15% of these areas accessible to the public.
- 31** Ensure **100%** of Town Centre dwellings are within a **3-minute walk (300 m)** of a local recycling depot, composting site, and a garden plot. Identify a suitable location in the Town Centre for a farmer's market that can also be used for other suitable outdoor activities in the off-season. Garden plots may be located on rooftops, in semi-private areas, as well as part of public open space.
- 32** A portion of the energy used on site should come from on-site renewable sources such as solar voltaics, solar hot water, and geothermal energy. Consider building massing and orientation for increased energy performance within the context of the local climate. Locate trees to reduce the heat island effect and provide weather protection for buildings to help reduce mechanical heating/cooling needs.

---

<sup>1</sup> The purpose of the design targets are to give guidance to the Charrette Team on design objectives for the Lynn Valley Town Centre. These targets are not policy and will be used during the charrette to help generate a design concept for a more sustainable community. Further analysis and development of all aspects of the design concept will be required following the charrette as we move from concept to Plan. Further analysis and development of all aspects of the design concept will be required following the charrette as we move from concept to Plan. Each target is derived from, and responds to the summary of input gathered at the Lynn Valley Town Centre public workshops. The "Public Workshop – summary of comments pull out" in Section 3 cross references the design brief targets.

## GREEN TEAM design brief pull-out

---

Creatively integrated public open and gathering spaces in a community contribute to its character, identity and provide social opportunities for residents and visitors alike. Low-impact infrastructure designs and a connected green infrastructure network including the design of greener buildings will contribute to ensuring a healthy and resilient ecosystem.

### Key Design Questions

1. Where should the Town Centre incorporate and link new, active and passive trails parks and public open spaces to enhance connections both within the Town Centre and to peripheral areas (e.g. the new town square at Lynn Valley Road and Mountain Highway, Hastings Creek, pocket-park opportunities)? How can the new plaza at the library be integrated into a network of new public spaces within the Town Centre?
2. How can the design of public and semi-public spaces within the network of parks, open space and habitat contribute to the overall identity of the Lynn Valley Town Centre?
3. How can Town Centre be designed to reduce its ecological footprint and impact on the natural environment (e.g. expand parks and open space, protect and enhance Hastings Creek @ Lynn Valley Road, incorporate low-impact design<sup>1</sup>)? How can it be designed to promote habitat values for local bird species?
4. What kind of low-impact development (LID) infrastructure and systems can be used to achieve the stormwater management targets and minimize impacts to receiving streams? Where should these LID measures be located and how can they be designed to have both functional and aesthetic and/or amenity value? Where and how can impervious surfaces be integrated?
5. What opportunities are there in the Town Centre for creating green roofs, recycling and compost centres, as well as community gardens? Where should these be located?
6. What opportunities are there in the Town Centre to design and plan for green buildings?
7. What opportunities are there in the Town Centre to design and plan for alternative energy systems?
8. Which public view corridors should be protected?

### Deliverables\*

1. 1:500 Opportunities & Constraints diagram developed through the lens of parks, open space and green infrastructure.
2. 1:500 Diagrammatic Concept Plan developed through the lens of parks, open space, and green infrastructure.
3. 1:500 Blended Concept Plan, illustrating: parks, urban plazas, and other open space; connections to greenways, trails and pathways; community gardens; preserved and accentuated viewsheds; natural and engineered green infrastructure systems; green roofs; composting and recycling locations; location of protected, restored and/or enhanced forest and aquatic environments annotations for locations of festival or farmers' market site(s); and, connections to schools, creeks and other amenities (jointly within Concept Plan team).
4. Detail concept plans, sections/elevations of key parks, open spaces, and/or urban plazas including the location of: street furniture, bike amenities, key signage, weather protection, accessibility, light standards, street trees & planting, public art.
5. Additional diagrams and sketches illustrating: low-impact development (LID) infrastructure and systems and their functional, aesthetic and amenity values; opportunities for alternative energy systems
6. Document, in text and drawings, achievement of **targets** as identified on reverse.

---

<sup>1</sup> Low Impact Design's goal is to mimic a site's predevelopment hydrology by using design techniques that infiltrate, filter, store, evaporate, and detain runoff close to its source. <http://www.lid-stormwater.net/intro/background.htm#1>

\* Note: all deliverables to be illustrated with drawings in metric scale, with additional supporting text / legends as necessary.

## **Targets<sup>1</sup>**

### **ACCESS TO LINKED natural AREAS AND PARKS**

- 19** Identify and develop a safe, comfortable (consider orientation to capitalize on sun aspect), and universally accessible urban trail/integrated open space network of sidewalks, trails, public parks & open spaces (which could include a wide variety of program elements), schoolyards, and natural areas within the Town Centre and 400m out from the perimeter.
- 20** Create new safe, comfortable, accessible and linked open spaces and well-designed urban public gathering spaces within the Town Centre for people to linger and interact. Ensure public spaces reference local history and landscape and integrate public art and new linear corridors to connect parks and open spaces located within a five minute walk of one or more boundaries of the site. There will be a diversity of parks, greenspaces, urban plazas, walkways, trails, nodes and pedestrian-oriented streets. The appropriate proportion of open space will be determined through design and the planning process.
- 21** Recognize and reinforce the new Lynn Valley library and adjacent Civic Square as the revitalized heart of Lynn Valley community and the Town Centre. Integrate public art and character elements from existing buildings (e.g. the Fromme Block) within the civic square by incorporating historical design features and references as elements within the new Town Centre designs.
- 22** Ensure 30% tree canopy coverage over all streets within 20 years of planting in the Town Centre. Where off-street surface parking is necessary, ensure tree canopy over 60% of all paved areas. Wherever possible protect existing trees over 10" caliper.
- 23** Where possible, preserve and enhance 100% of all forested areas and native vegetation, including those in Kirkstone Park and along Lynn Valley Road adjacent to Hastings Creek.
- 24** Identify, preserve and accentuate major view sheds, including views of Mount Seymour, Mount Fromme and Lynn Peaks for enjoyment by all.
- 25** Provide appropriate setbacks from top-of-bank in accordance with DNV policies and guidelines for all fish bearing and habitat supporting watercourses including: Hasting, Keith, and Coleman Creeks and their tributaries. Where feasible, identify potential opportunities to enhance or restore aquatic habitats.
- 26** Where possible connect, restore and enhance watercourses and wetland areas through daylighting enclosed sections, replacing existing culverts with bridges, avoiding new creek crossings, and through habitat complexing and revegetation.
- 27** Approximately 60% of open space in the Town Centre should have habitat value (i.e. native species adapted to the climate and soil conditions in Lynn Valley and capable of supporting habitat for local birds). Roads, plazas and other open spaces should contribute to ecological and cultural sustainability goals (e.g. they should clean water, provide habitat, and accommodate pedestrians). Green spaces, in addition to satisfying demonstrated recreational needs for area residents, should be working spaces that clean water, provide habitat, and improve soil by absorbing green waste.

### **LIGHTER, GREENER, CHEAPER, SMARTER infrastructure**

- 28** For small, frequent storm events (0 to 50% of the MAR\*), capture 90% of the rainfall in a typical year at the source through infiltration, evaporation, transpiration or reuse. For large, infrequent storm events (50 to 100% of the MAR), store runoff and reduce runoff rate. Release at a rate that approximates a natural forested condition. For flood risk management for extreme storms (> MAR up to 100-yr), ensure that the drainage system is able to convey extreme storm events with only minimal damage to public and private property.\*At the North Vancouver Lynn Valley climate station the (Mean Annual Rainfall) MAR is 120 mm (50% of the MAR is 60 mm).
- 29** Create an integrated, linked, green infrastructure system for storm drainage, infiltration, and improved water quality. Approximately 20% of streets and open space should move and clean water while providing shade and habitat. Treat/use greywater on site wherever possible for irrigation and improved soil hydrology.
- 30** Where possible locate green roofs on at least 50% of Town Centre buildings, with at least 15% of these areas accessible to the public.
- 31** Ensure **100%** of Town Centre dwellings are within a **3-minute walk (300 m)** of a local recycling depot, composting site, and a garden plot. Identify a suitable location in the Town Centre for a farmer's market that can also be used for other suitable outdoor activities in the off-season. Garden plots may be located on rooftops, in semi-private areas, as well as part of public open space.
- 32** A portion of the energy used on site should come from on-site renewable sources such as solar voltaics, solar hot water, and geothermal energy. Consider building massing and orientation for increased energy performance within the context of the local climate. Locate trees to reduce the heat island effect and provide weather protection for buildings to help reduce mechanical heating/cooling needs.

<sup>1</sup> The purpose of the design targets are to give guidance to the Charrette Team on design objectives for the Lynn Valley Town Centre. These targets are not policy and will be used during the charrette to help generate a design concept for a more sustainable community. Further analysis and development of all aspects of the design concept will be required following the charrette as we move from concept to Plan. Each target is derived from, and responds to the summary of input gathered at the Lynn Valley Town Centre public workshops. The "Public Workshop – summary of comments pull out" in Section 3 cross references the design brief targets.

## **PUBLIC WORKSHOP – summary of comments pull-out**

---

### **Workshop 1: Objectives & Indicators, 3 May 2007**

#### **Five minute walking distance**

Connectivity within and between neighbourhoods for cars and pedestrians. **(Target 1)**

Design of streets, buildings and public spaces creates an urban form that is safe, vibrant and attractive. **(Target 2, 3 & 11)**

#### **Mixed use centre accessible to all**

Mixed uses serving commercial, service and office needs in the Town Centre. **(Target 4)**

Flexible building design and landscaping to integrate different land uses. **(Target 4 & 7)**

Complete communities include art, culture and heritage that are easily accessible and contribute to community identity. **(Target 6 & 5)**

#### **Good & plentiful jobs close to home**

Improve the jobs/housing balance by providing more opportunities for people to work closer to home. **(Target 12)**

Provide a diversity of job opportunities to suit the needs of different skill and age sets. **(Target 12)**

Supporting jobs means fostering a variety of good work environments. Locate amenities and jobs within walking distance of each other puts working people near their daily needs. Encourage home-based businesses increases work options in the community. **(Target 12, 13 & 14)**

#### **A diversity of housing types**

Provide a variety of housing types to meet the needs of all families, ages and abilities. **(Target 17)**

Provide a concentration/intensity of housing in the Town Centre to support local businesses and transit. **(Target 15)**

Design housing to contribute to the preservation of the environment, for example to conserve energy and resources, protect natural systems such as through provision of green roofs and on-site stormwater management.

Design high quality neighbourhoods that protect and enhance the character of residential neighbourhoods and contribute to community identity. **(Target 16)**

#### **Access to linked natural areas & parks**

Ensure there are enough parks, urban public and open spaces to meet the various needs of the community. **(Target 19 & 20)**

Protect, preserve and restore significant natural areas and ecosystems and link key natural areas, parks and urban public spaces. **(Target 21 - 26)**

Provide safe and accessible natural areas, urban open space and parks that are designed to be universally accessible and are an amenity for the whole community. **(Target 19 & 20)**

#### **Lighter, Greener, Cheaper, Smarter Infrastructure**

Reduce the environmental footprint of development to move towards a sustainable future. **(Target 22, 23, 30-32)**

Ensure sound and innovative infrastructure designs are considered to enhance efficiencies and quality of life in the community. **(Target 28 & 29)**

Flexibility – design infrastructure that is adaptable so that it can accommodate future changes in technology, community servicing requirements and the development of best management practices. **(Target 29-32)**

### **Workshop 2: Imagining Your Town Centre, 21 June 2007**

#### **Form of density**

The majority of developments that express a desirable form of density are Newport Village, Arbutus Walk and Capers.

The majority of residents prefer either a mixture of limited towers with mid-rise/low rise or only mid-low rise without towers. **(Target 15 & 16)**

By providing a mixture of housing types, seniors and affordable housing can be accommodated within the Town Centre. **(Target 17)**

Mixed-use, low rise developments complete with both residential and commercial uses would maintain and also increase street activity and a sense of community. This type of development also provides for eyes on the street. **(Target 2, 4 & 15)**

Emphasis on pedestrian oriented development, with wide, well designed pedestrian connections to reduce the dependency on automobile use. **(Target 1, 3, 8 & 11)**

Development should reflect a village-like character complete with peaked roofs and stepped buildings that preserve existing views. **(Target 5, 14 & 24)**

Incorporate green and public spaces into developments to increase community outdoor space. Provide more opportunity to sit outside through an increase in street furniture, outdoor patios and cafes. The community needs an open air public plaza or square with a covered area for outdoor performances and community activities. **(Target 19-21)**

High quality, articulated buildings that incorporate local materials, green building and sustainable practices. **(Target 16, 30 & 32)**

It is important to accept some well designed density in the Town Centre in order to protect the forested slopes, surrounding community and natural areas. **(Target 15)**

#### **Housing Equity**

Overall, residents feel there is a need to provide more housing options in the Lynn Valley Town Centre. **(Target 15 & 17)**

The majority of residents note the importance of providing a variety of housing forms to accommodate a wide range of individuals and needs in the community with emphasis on seniors and affordable housing. This will allow specific groups within the community the ability to access Town Centre services and amenities and remain in the community regardless of their stage of life. **(Target 8, 17 & 18)**

The Lynn Valley Town Centre needs to accommodate young family and seniors' needs by providing an array of housing sizes and forms. More specifically, a variety in the size of townhouse and apartment units should be made available as an alternative to single family dwellings. **(Target 15 & 17)**

A trade off for increased density in the Town Centre should be to provide housing for a diverse group of people. This should include affordable housing, social housing, seniors housing and housing for young families. A representation of all ages and incomes should be present in the Town Centre to balance the population with the community (currently an aging population). **(Target 15 & 17)**

The majority of the residents emphasized the importance of rental housing within the Lynn Valley Town Centre to provide a variety of tenure options. **(Target 15 & 17)**

### **Reduction in Car Use**

Most residents indicated that there is a need to provide more transportation options in the Lynn Valley Town Centre. **(Target 1-3 & 10)**

The majority of responses included a desire for improved pedestrian and cycling connections with wider sidewalks that can accommodate baby strollers, motorized wheel chairs and scooters. The wider sidewalks should also incorporate appropriate ramping for access. **(Target 1-3 & 9)**

Residents would like to see the opportunity to provide walking and cycling links from streets to green space and the Town Centre capitalized on. **(Target 1, 3, 19-21)**

Pedestrian pathways should include weather protection through the use of awnings and covered pedestrian areas with improved lighting for increased safety. **(Target 2, 9, 19 & 20)**

Well marked pedestrian crosswalks and pedestrian operated light system should be provided in higher traffic areas. **(Target 8)**

In conjunction with pedestrian pathways, residents would like to see resting places such as public plazas complete with benches provided for people walking or cycling. **(Target 2, 3, 19-21)**

Bike racks and/or storage in public places should be provided and roads should include separate bike lanes and bike routes to encourage additional cyclists. **(Target 1, 3)**

To reduce dependence on the private automobile there needs to be improved public transit service with an increase in bus frequency with better connections. A need for EW and N-S connections, neighbourhood shuttles and electronic signs that indicate the time until next bus arrives were also included by a number of residents. **(Target 10 & 14)**

Improved transit connections within the Town Centre as well as to and from Lynn Valley to other communities on the North Shore should be provided. **(Target 10 & 14)**

Higher density development could decrease reliance on cars with people living closer to their places of employment and amenities. **(Target 12 & 15)**

### **Parks and Open Space**

The majority of residents see a need for more and/or improved parks, open space and natural environments in Lynn Valley Town Centre. **(Target 19-21, 23, 25 & 27)**

There were a number of responses that the Town Centre is not an appropriate location for an increase in green space and that the Town Centre is for culture and interaction of people. **(Target 20 & 21)**

Many residents would like to see a community plaza for gathering and meeting. This public place should accommodate places to sit and meet with neighbours. A public plaza could include chairs, benches, water features and covered areas to provide shelter from the rain. The public plaza should be oriented in order to capitalize on providing sun to the area. **(Target 20 - 21)**

Focus on improving outdoor connections and linkages into and through the Town Centre. This could provide an increase in safety, an opportunity for new lighting and natural surveillance on public pathways (CPTED). **(Target 1, 3, 8 & 19)**

Residents identified a number of park and open space elements they feel should be included in the Lynn Valley Town Centre. These include the following: **(Target 19 - 21)**

- greenway connections, wider sidewalks, outdoor pool, community meeting place(s), protection of existing streams and green space, native plantings, trees, benches, tables, flower gardens, planters, green roofs, public art, community gardens, sustainable features, urban wetland, celebration of heritage, bike racks, tree lined streets, community/farmers market and storm water management

A number of residents find the Arbutus Walk and Newport Village desirable examples of how to incorporate green space and connectivity with pathways and trails. Capers Block and Park Royal are also included as examples of successful and desirable outdoor cafes and seating areas.



The purpose of these design targets are to give guidance to the Charrette Team on design objectives for the Lynn Valley Town Centre. These targets are not policy and will be used during the charrette to help generate a design concept for a more sustainable community. Further analysis and development of all aspects of the design concept will be required following the charrette as we move from concept to Plan.

These targets reflect public feedback received from the Lynn Valley Town Centre Workshops: *Objectives and Indicators* held 3 May 2007 and *Imagining Your Town Centre* held 21 June 2007. Please see Section 3 Public Workshop Summary of Comments Pull-Out for summary of feedback and related targets.

## **FIVE MINUTE walking DISTANCE**

---

- 1** Build on the existing street network in the peripheral areas immediately surrounding the Lynn Valley Town Centre to ensure that 100% of residents and workers located within 400m of the Town Centre perimeter are within a **maximum 5-minute walk of the Town Centre**. Identify, enhance and create key pedestrian and bicycle linkages to, from and within the Town Centre using sidewalks, lanes and trails to create a safe and accessible interconnected pedestrian/bike grid.
- 2** In the Town Centre front all development on streets to ensure commercial and mixed-use buildings are contiguous to the sidewalk, and mass buildings to create a comfortable pedestrian scale in the public realm. To further enhance the pedestrian experience and to encourage people to walk, ensure that building design incorporates as many doors and windows (articulations) on the street as is practical, respects view corridors and reduces shading to allow the maximum amount of sun to penetrate into public and semi-public open spaces.
- 3** Design all streets to include accessible, safe and comfortable sidewalks with a minimum width of 3.2 metres and reserve attractive and inviting spaces for pedestrian oriented activities and transit use.

\*Note: Consult Streetscape Guidelines for Lynn Valley Town Centre for existing street hierarchy and cross-sections

## **MIXED USE CENTRE ACCESSIBLE TO ALL**

---

- 4** Create a vibrant Town Centre with opportunities for mixed land uses. Ensure there is a level of adaptability and flexibility incorporated throughout the Town Centre and within individual buildings (mixed use) to accommodate changing needs.
- 5** Design the Town Centre to respond to local climate, context and views, and establish a strong, cohesive visual and cultural identity for the Town Centre that references the local history, landmarks, forested slopes and other natural resources and landscape features.
- 6** Identify locations for public art, signage and other creative “way-finding” strategies in the Lynn Valley Town Centre to enhance sense of place and to mark major trail connections and points of historical, recreational or other significance. Create gateway features at major entrances to the Town Centre and major road intersections as appropriate. Identify potential public art concepts or themes as opportunities arise.
- 7** Ensure that the Town Centre provides “on-street” opportunities for programmed community, cultural and/or retail activities.

- 8** Establish an interconnected network of streets and lanes within the Town Centre, and provide safe and accessible street crossings at appropriately placed intervals - **200m or less**. Use traffic calming or other methods to balance the needs of traffic, pedestrians and transit.
- 9** Accommodate pedestrians safely, accessibly and comfortably on all streets. On major street corridors ensure the needs of pedestrians, bicycles and transit users are accommodated safely, accessibly and comfortably while taking into consideration the need to provide for goods movement and through traffic.
- 10** Ensure the Town Centre is connected to surrounding neighbourhoods, as well as district- and region-wide residential, employment, shopping, recreational and other important destinations by incorporating an effective north-south and east-west multi-modal transportation system.
- 11** Locate the majority of parking underground. Locate additional overflow parking, as needed, on applicable streets within the Town Centre. Reduce residential parking requirements to 1.3 per dwelling unit for all unit sizes and where provisions of 10+ parking spaces are required, visitor parking shall be calculated at 0.1 spaces/dwelling unit. For commercial, the standard of 1 space per 20m<sup>2</sup> (1 space per 15m<sup>2</sup> for restaurants) is required for larger food stores. The base retail rate for the remainder of the Town Centre can be calculated at 1 space per 45 m<sup>2</sup> plus 1 space per 100 m<sup>2</sup> of outdoor display. (***Targets for parking will require further analysis following the Charrette.***)

## **GOOD AND PLENTIFUL jobs CLOSE TO HOME**

---

- 12** Create opportunities for an increase and greater diversity of jobs in the Town Centre including more commercial/ retail and office spaces. Improve the existing ratio of local jobs to housing to reduce the journey to work. Generally support an overall increase in commercial and retail space of up to twenty-five (25) per cent over the existing square footage and provide services to support home-based business, live/work and office opportunities, where appropriate, in and around the Town Centre.

(It is estimated that commercial/ retail space generates twice as many jobs as office space with approximately 1 job/ 250 sq. ft. of retail compared to 1 job/ 500 sq. ft. of office floor space.)

- 13** Except where new development faces existing long-term residential areas, 80% of all ground floor area in the Town Centre should be retail with all ground floors facing the street. However, live/work units can be considered as a transition between commercial uses and existing long-term residential areas.
- 14** Support the viability of businesses and access to jobs by developing the Town Centre as a transit hub - a multipurpose movement centre providing facilities for transit, cyclists and pedestrians. Locate the hub to integrate with and facilitate direct access to the heart of the Town Centre, Provide supporting residential and commercial densities. Ensure densities are concentrated in the Town Centre and decrease towards the perimeter to provide for an appropriate transition to adjacent established residential neighbourhoods at their expected long-term densities.



## A DIVERSITY OF housing TYPES

---

- 15** Maintain a range of densities up to a maximum of 3.0 FSR with a variety of housing types from ground oriented townhomes to higher rise developments, at appropriate locations, with underground parking required. At the edges between the Town Centre and adjacent established residential neighbourhoods densities may be less than 2.0 FSR to ensure appropriate transitions are achieved.
- 16** The height of buildings will be designed to fit within the overall design objectives for the Town Centre and ensure the pedestrian realm is highly livable, taking into consideration the preservation of view corridors and the character/sense of place of the area and be considered in the context of what specific design and amenity features are enabled by this additional height.
- 17** Ensure diversity in the housing stock by providing a broad range of housing types and unit sizes when designing the residential building forms and ensure there is an equitable distribution of housing options available at appropriate locations throughout the entire Town Centre with affordable housing integrated in the range of 10 to 20 per cent. Housing objectives include providing a range of housing to meet the needs of young families, seniors, renters, persons requiring accessible units, live/work, etc.

\*Note: Provisions for affordable housing to include density bonussing or other incentives. Other means to provide for affordable housing such as District contributions and partnerships with senior agencies and other organizations will need to be explored in implementation phases.

An affordable unit as commonly defined in housing initiatives in this region (i.e. Metro Vancouver) is one where the rent or combination of mortgage, interest, and tax rate of the unit costs no more than 30% of the household's or individual's gross monthly income. The District's median annual income for owners in 2007 is \$79,955. The District's average market value of a two (2) bedroom condominium in 2007 was \$369,900 and the annual income required to purchase this is \$87,726. The District's median annual income for renters in 2007 is \$42,495. The District's average market rent for a two (2) bedroom apartment in 2007 is \$946/month and requires \$37,940 annual income. Housing targets and implementation measures will require further analysis following the charrette. Housing strategies generated through Metro Vancouver's Regional Housing Strategy and the review of the Regional Growth Strategy will be considered (these initiatives are currently being developed).

- 18** Provide between 30,000 and 45,000 square feet of additional community service space, distributed at appropriate locations in and around the Town Centre, to accommodate future daycare, seniors, cultural, public safety and other community service needs are met for residents of all ages, incomes, abilities and family types.

\*Note: Provide sufficient child care to meet the needs of 50 children (3.7m<sup>2</sup>/child for interior space and 7.0 m<sup>2</sup>/child for outdoor space) - approximately 2000sf of interior space and 3800sf of outdoor space.

## ACCESS TO LINKED natural AREAS AND PARKS

---

- 19** Identify and develop a safe, comfortable (consider orientation to capitalize on sun aspect), and universally accessible urban trail/integrated open space network of sidewalks, trails, public parks & open spaces (which could include a wide variety of program elements), schoolyards, and natural areas within the Town Centre and 400m out from the perimeter.
- 20** Create new safe, comfortable, accessible and linked open spaces and well-designed urban public gathering spaces within the Town Centre for people to linger and interact. Ensure public spaces reference local history and landscape and integrate public art and new linear corridors to connect parks and open spaces located within a five minute walk of one or more boundaries of the site. There will be a diversity of parks, greenspaces, urban plazas, walkways, trails, nodes and pedestrian-oriented streets. The appropriate proportion of open space will be determined through design and the planning process.
- 21** Recognize and reinforce the new Lynn Valley library and adjacent Civic Square as the revitalized heart of Lynn Valley community and the Town Centre. Integrate public art and character elements from existing buildings (e.g. the Fromme Block) within the civic square by incorporating historical design features and references as elements within the new Town Centre designs.

- 22** Ensure 30% tree canopy coverage over all streets within 20 years of planting in the Town Centre. Where off-street surface parking is necessary, ensure tree canopy over 60% of all paved areas. Wherever possible protect existing trees over 10" caliper.
- 23** Where possible, preserve and enhance 100% of all forested areas and native vegetation, including those in Kirkstone Park and along Lynn Valley Road adjacent to Hastings Creek.
- 24** Identify, preserve and accentuate major view sheds, including views of Mount Seymour, Mount Fromme and Lynn Peaks for enjoyment by all.
- 25** Provide appropriate setbacks from top-of-bank in accordance with DNV policies and guidelines for all fish bearing and habitat supporting watercourses including: Hasting, Keith, and Coleman Creeks and their tributaries. Where feasible, identify potential opportunities to enhance or restore aquatic habitats.
- 26** Where possible connect, restore and enhance watercourses and wetland areas through daylighting enclosed sections, replacing existing culverts with bridges, avoiding new creek crossings, and through habitat complexing and revegetation.
- 27** Approximately 60% of open space in the Town Centre should have habitat value (i.e. native species adapted to the climate and soil conditions in Lynn Valley and capable of supporting habitat for local birds). Roads, plazas and other open spaces should contribute to ecological and cultural sustainability goals (e.g. they should clean water, provide habitat, and accommodate pedestrians). Green spaces, in addition to satisfying demonstrated recreational needs for area residents, should be working spaces that clean water, provide habitat, and improve soil by absorbing green waste.

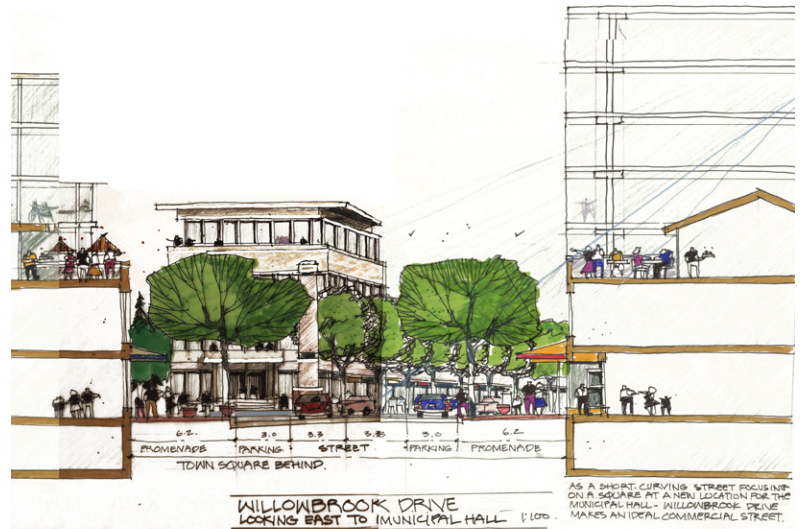
#### **LIGHTER, GREENER, CHEAPER, SMARTER infrastructure**

---

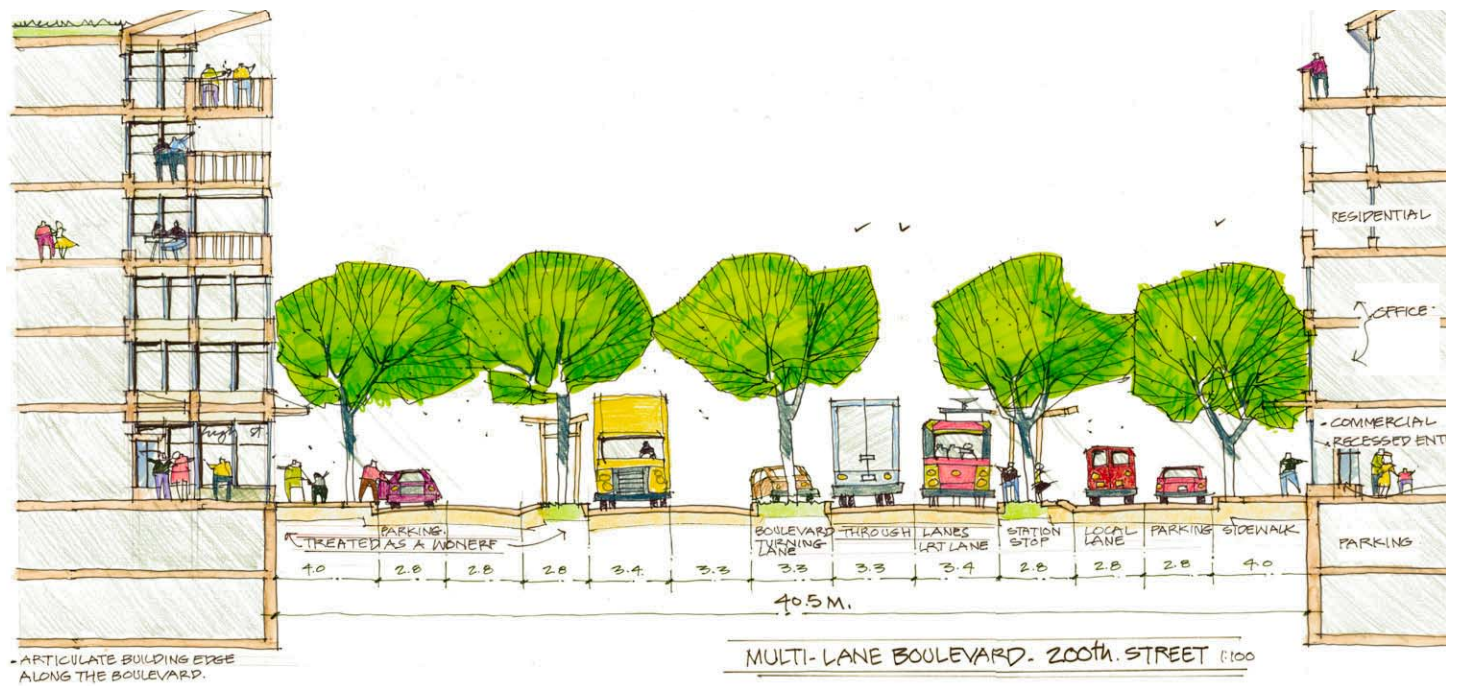
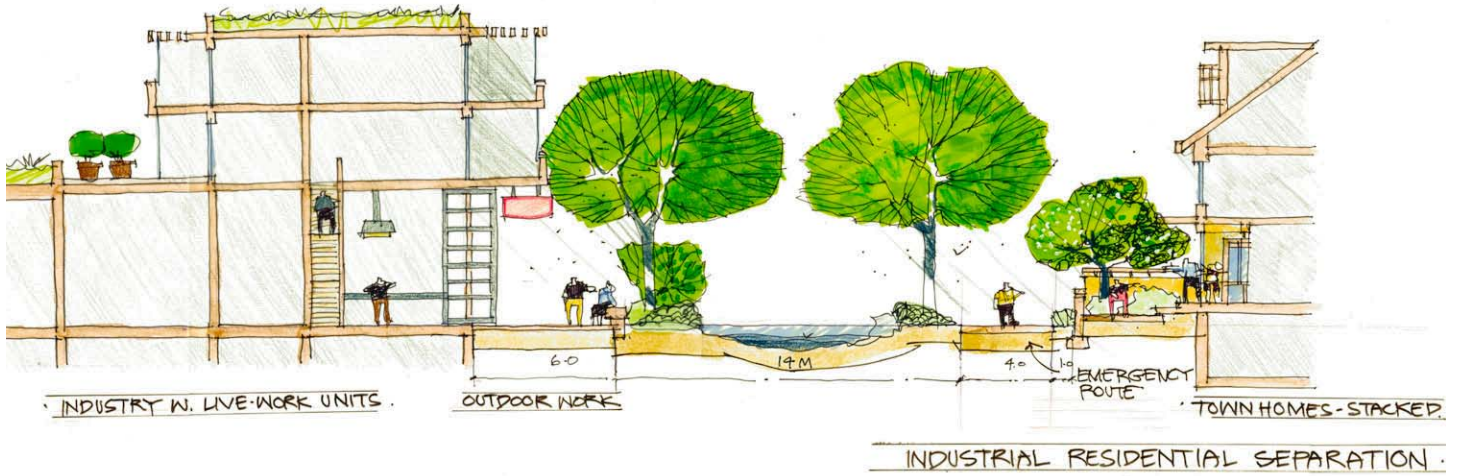
- 28** For small, frequent storm events (0 to 50% of the MAR\*), capture 90% of the rainfall in a typical year at the source through infiltration, evaporation, transpiration or reuse. For large, infrequent storm events (50 to 100% of the MAR), store runoff and reduce runoff rate. Release at a rate that approximates a natural forested condition. For flood risk management for extreme storms (> MAR up to 100-yr), ensure that the drainage system is able to convey extreme storm events with only minimal damage to public and private property.\*At the North Vancouver Lynn Valley climate station the (Mean Annual Rainfall) MAR is 120 mm (50% of the MAR is 60 mm).
- 29** Create an integrated, linked, green infrastructure system for storm drainage, infiltration, and improved water quality. Approximately 20% of streets and open space should move and clean water while providing shade and habitat. Treat/use greywater on site wherever possible for irrigation and improved soil hydrology.
- 30** Where possible locate green roofs on at least 50% of Town Centre buildings, with at least 15% of these areas accessible to the public.
- 31** Ensure **100%** of Town Centre dwellings are within a **3-minute walk (300 m)** of a local recycling depot, composting site, and a garden plot. Identify a suitable location in the Town Centre for a farmer's market that can also be used for other suitable outdoor activities in the off-season. Garden plots may be located on rooftops, in semi-private areas, as well as part of public open space.
- 32** A portion of the energy used on site should come from on-site renewable sources such as solar voltaics, solar hot water, and geothermal energy. Consider building massing and orientation for increased energy performance within the context of the local climate. Locate trees to reduce the heat island effect and provide weather protection for buildings to help reduce mechanical heating/cooling needs.

**section 5: drawing palette samples** \_\_\_\_\_

# 200th Street Langley Case Study Drawing examples

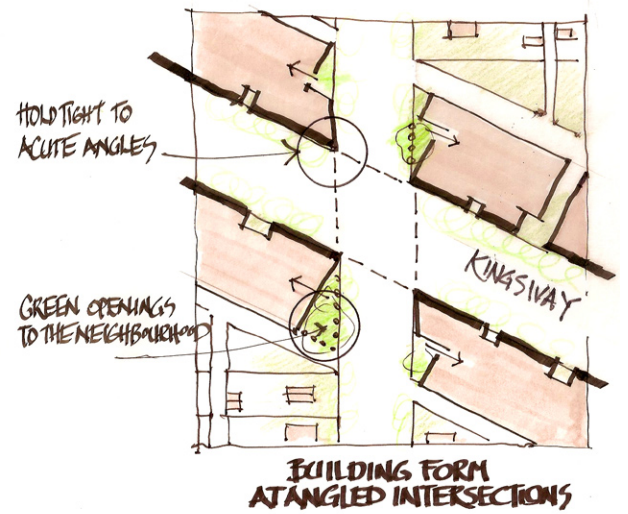
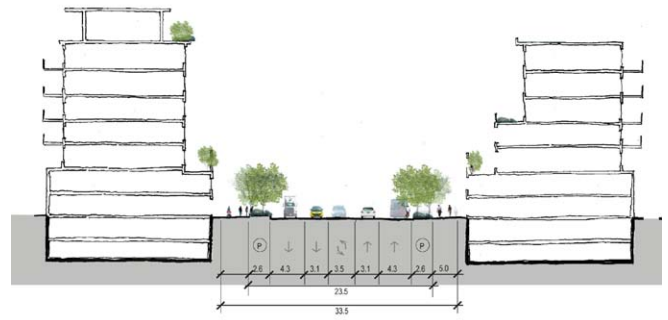








Kingsway Street Burnaby Case Study  
Drawing examples



PROFILE OF MIXED USE BUILDINGS IN THE KINGSWAY TOWN CENTERS

12 METERS 7'

RUNNING HORIZONTAL LINES  
HELP REDUCE THE IMPACT OF THE  
SCALE OF A LARGE BUILDING.

OFFICE

COMMERCIAL

2 METER ARCADE

LONG BLOCKS GET RELIEVED VERTICALLY

2 STORIES OF COMMERCIAL  
6 STORIES OF RESIDENTIAL  
IN TOWN CENTERS.





