

AGENDA ADDENDUM

REGULAR MEETING OF COUNCIL

Monday, June 1, 2015

7:00 p.m.

Council Chamber, Municipal Hall

355 West Queens Road,

North Vancouver, BC

Council Members:

Mayor Richard Walton

Councillor Roger Bassam

Councillor Mathew Bond

Councillor Jim Hanson

Councillor Robin Hicks

Councillor Doug MacKay-Dunn

Councillor Lisa Muri



NORTH VANCOUVER
DISTRICT

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**7:00 p.m.
Monday, June 1, 2015
Council Chamber, Municipal Hall
355 West Queens Road, North Vancouver**

AGENDA ADDENDUM

THE FOLLOWING LATE ITEMS ARE ADDED TO THE PUBLISHED AGENDA

9. REPORTS FROM COUNCIL OR STAFF

9.10 Proposed Lynn Valley Town Centre Public Realm and Design Guidelines File No. 13.6480.30/002.005

Memo: Karen Rendek, Policy Planner - Sustainable Community Development

9.11 Wembley Traffic Calming File No.

This item has been withdrawn from the agenda.

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9.10
FOR DEPT.
MANAGER

Memo

May 29, 2015
File: 13.6480.30/002.005.000

TO: Mayor and Council

FROM: Karen Rendek, Policy Planner - Sustainable Community Development

SUBJECT: Proposed Lynn Valley Town Centre Public Realm and Design Guidelines

Please see the attached replacement pages to be inserted in the *Lynn Valley Town Centre Public Realm and Design Guidelines* dated May 20, 2015 for Council consideration at the Regular Meeting of Council on June 1st, 2015.

Replacement pages 21 and 22 describe the revised High Street design elements as per public, stakeholder and Council feedback and will be explained in the presentation at the Regular Meeting of Council on June 1st, 2015.

Replacement pages 31 and 32 correct a mapping error on the *Bike Facilities Plan* map on page 32.

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3.0 Specific Street Design Guidelines

The following section provides guidelines for specific streets including: the High Street, Library Lane, East 27th Street, and new local streets in the town centre

3.1 High Street (Valley Centre Avenue):

Intent: To create a high quality pedestrian oriented shopping street that can be partially closed off during events.

Design Elements:

- infrastructure including structural support, electricity, water supply and removable bollards (to accommodate seasonal and/or community events including the ability to close off portions of the street to vehicles) should be integrated
- public art in a variety of forms including free standing or within paved areas is highly encouraged
- Within the central section of High Street the use of a variety of tree species is recommended
- Abbotsford Standard Series 'Natural' running bond concrete pavers are recommended for hard surfaced areas of the public and private realm
- Travel lanes are recommended at 3.0 m wide, on street parking at 2.4 m wide, furniture zone and planting clusters at 2.8 m to 5.2 m wide and a clear pedestrian zone at 2.8 m wide
- Abbotsford Standard Series 'Charcoal' herringbone concrete pavers are recommended for travel lanes and on-street parking
- Flush curbs/concrete bands that incorporate trench drains with decorative covers are recommended for enhanced pedestrian mobility.
- concrete paving with sawcut joints is recommended for pedestrian crossings at the entrances to the High Street
- consider locating public art at one end of the pedestrian crossing at the entrances to the High Street
- landscaping including taller trees and conifers, if appropriate, boulders, seating and possible public art incorporated into the paving material are recommended at areas of architectural interest

refer to Section 4.2 for stormwater management guidelines



community/seasonal street events

3.1.1 High Street Planting

The location, size and distribution of street trees clusters and vegetation is a critical determinant of the street and Town Centre character. The following guidelines apply:

Design Elements:

- Tree clusters should be situated in such a way as to provide adequate unobstructed open space for public events.
- Understorey plantings within the street RoW, within the Central area of High Street should be avoided to improve visibility and free movement of pedestrians.
- Benches should be arranged in such a way as to encourage social interaction. Benches should provide a 1.0m wide clear space to accommodate wheelchairs, strollers, scooters etc.
- Spaces between tree planters are important opportunities for pedestrian level lighting, seating, bike parking, public art and other amenities. These elements should be arranged in a way that does not impede pedestrian movement from one side of the street to the other
- Tree clusters are encouraged on private property and at either end of High Street.
- Tree clusters should have a minimum width of 3.0 m and the minimum distance between clusters should be 3.0 m
- Each cluster should provide diversity in plant species and should incorporate a variety of native tree and understorey shrub species.
- distances between tree clusters should vary
- clusters should not be located directly opposite from each other
- ground cover and/or low shrubs should be incorporated into the tree cluster beds as outlined in Section 4.4 Street Trees Species and Vegetation
- a variety of boulders, logs and other natural elements should be integrated into all planted areas
- a maximum of 3 on-street parking spaces are recommended between tree planter areas



example of art integrated into planting and seating area

4.0 GENERAL STREET DESIGN GUIDELINES

These street design guidelines are intended to support a high quality public realm consistent with the Mountain Village theme and to complement existing street design elements in the Town Centre.

4.1 Street Design Elements

- Public art treatments of street furniture add to the design, character and pedestrian experience of the streetscape; the inclusion of unifying public art design is encouraged.
- Paving materials and street furniture should be complementary to those already established for Lynn Valley Road, and East 27th Street, but with colours and materials that reflect the contemporary nature of Library Square.
- Refer to Section 3.2.1 and 3.2.2 for detailed guidelines for High Street and Library Lane.



LEGEND

- New roads
- - - Service lane

4.1.1 Cycle Lanes and Paths:

Intent: To encourage cycling and walking by providing convenient, safe and enjoyable routes.

Design Elements:

- on-street cycle lanes should be defined by reflective, slip resistant white stripes and bike silhouette graphics
- multi-use paths should be 3.0m minimum wide continuous paved surface, well lit, without abrupt slope changes or raised curbs
- East 27th to be designed as a AAA bike facility and include protected bike lanes and safe intersection design
- bike lanes should be designed to avoid conflicts with the transit hub (refer to section 3.3)



attractive landscaping and clear markings encourage cycling

- bike parking facilities should be incorporated in close proximity to the transit hub
- separated bike lanes should be integrated into the north and south portions of the High street to allow for safe arrival to the destination street
- bike parking facilities should be provided at these arrival points

Pedestrian Connection Plan



- Sidewalk
- Pedestrian link

Bike Facilities Plan



- Triple A Separated Bike Facility
- On-road bike route

Wembley Traffic Calming

This item has been withdrawn from the agenda.

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