

AGENDA ADDENDUM

COMMITTEE OF THE WHOLE

Monday, April 13, 2015

7:00 p.m.

Committee Room, 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

www.dnv.org

THIS PAGE LEFT BLANK INTENTIONALLY

COMMITTEE OF THE WHOLE

**7:00 p.m.
Monday, April 13, 2015
Committee Room, Municipal Hall,
355 West Queens Road, North Vancouver**

AGENDA ADDENDUM

THE FOLLOWING LATE ITEMS ARE ADDED TO THE PUBLISHED AGENDA

3. REPORTS FROM COUNCIL OR STAFF

3.1. Seylynn and Bridgman Parks Conceptual Master Plan Update
File No. 12.6100.01/092.000

Recommendation:

THAT the March 25, 2015 joint report of the Park Planner and Section Manager – Parks Planning entitled Seylynn and Bridgman Parks Conceptual Master Plan Update be received for information.

3.2. Draft Lynn Valley Town Centre Public Realm and Design Guidelines
File No. 13.6480.30/002.005

Materials to be circulated on table.

THIS PAGE LEFT BLANK INTENTIONALLY

COUNCIL AGENDA/INFORMATION			
<input type="checkbox"/> In Camera	Date: _____	Item # _____	
<input type="checkbox"/> Regular	Date: _____	Item # _____	
<input type="checkbox"/> Agenda Addendum	Date: _____	Item# _____	
<input type="checkbox"/> Info Package			
<input type="checkbox"/> Council Workshop	DM# _____ Date: _____	Mailbox: _____	



The District of North Vancouver INFORMATION REPORT TO COUNCIL

March 25, 2015

File: 12.6100.01/092.000

AUTHOR: Carolyn Girard, Park Planner and Douglas Rose, Section Manager – Parks Planning

SUBJECT: Seylynn and Bridgman Parks Conceptual Master Plan Update

The Seylynn and Bridgman Parks Conceptual Master Plan was presented to Council at the January 12, 2015 Committee of the Whole Meeting. This report addresses questions raised by Mayor and Council at that meeting.

The purpose of the conceptual master plan is to guide the revitalization of Seylynn and Bridgman Parks by recommending improvements to the natural environment and park amenities to support existing and future recreation activities. Much of the infrastructure in these the parks is aging, and the parks need revitalization, especially with the imminent changes in Lower Lynn, identified in The District's Official Community Plan as a designated Town Centre. It is estimated that approximately 3,000 new housing units will be built in this area over the next 20 years. Seylynn and Bridgman Parks will be important spaces for town centre residents. The planning was accomplished through, and reflects a comprehensive design and public engagement process which included public and stakeholder workshops, three open houses and multiple meetings with District staff.

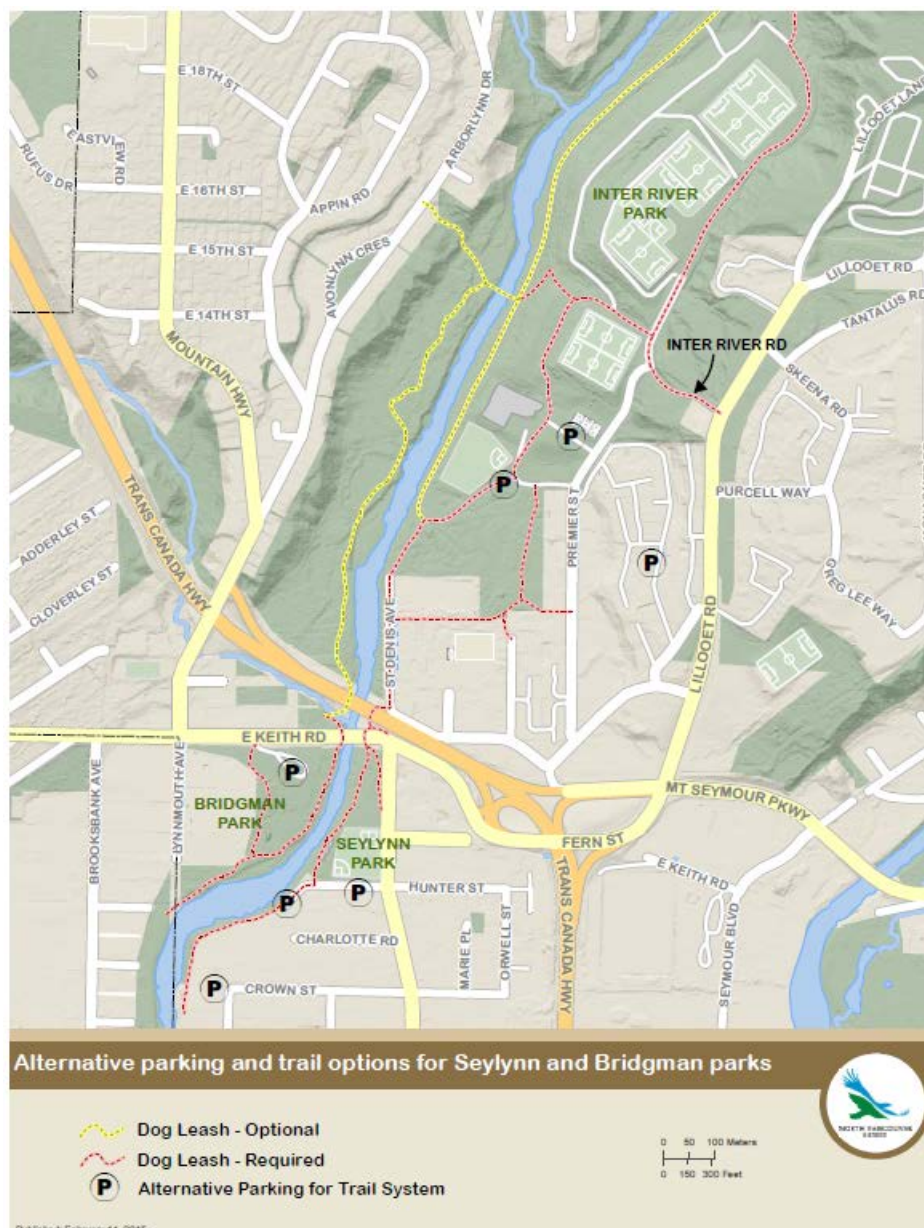
The Conceptual Master Plan is a high level planning document which will be implemented over time. The plan will be followed by detailed site planning and design which will precede the implementation of the plan at each stage. This provides an opportunity for further review and consultation to ensure that the plan meets the recreational needs of the community.

1. Parking Strategy

Council expressed concerns about the amount of parking in Seylynn and Bridgman Parks. It is anticipated that most future town centre residents will walk to Seylynn and Bridgman Parks. The following outlines opportunities which were explored for better utilising existing parking, and for providing additional parking. The overall approach to parking is to direct park users to the safest access points, and distribute parking in smaller lots rather than centralizing parking in one large lot. Inter River Park provides the best opportunity to optimise existing parking with links to the Bridgman and Seylynn Parks trail systems. Through the Keith Road Bridge project, park users are learning about the ample parking available at Inter River Park.

Existing Parking

- Implement communications strategy (e.g. park signage, web-based information) to highlight alternative trail connections and parking options; and encourage park users to use existing parking in nearby locations, e.g.
 - Inter River Park parking (see drawing below)
 - Operations Centre parking (evenings and weekends, see drawing below)
 - Potential for future additional parking spaces and improved trail connections associated with the Mountain Highway Interchange project
- Investigate, with DNV Transportation, time limits in parks parking lots to discourage other users (e.g. employees of adjacent businesses, park and riders) from using parking spaces intended for park users



Additional Parking

- Options were reviewed to provide additional parking (beyond what is shown on the Concept Plan drawing) in the following locations:

Options	Pros	Cons
6 potential new spaces along Mountain Highway	<ul style="list-style-type: none">Adjacent to Seylynn Park	<ul style="list-style-type: none">Potential for conflicts with cars crossing the proposed bike lane to pull in and out of the parking spacesWith less programmed field play, decreased need for parking
20 potential new spaces in Bridgman Park (see drawing below)	<ul style="list-style-type: none">Within Bridgman Park	<ul style="list-style-type: none">Public did not support the removal of existing trees to expand parking lotInformal playing field is currently used for soccer, etc. by youth (e.g. North Star Montessori Elementary School) and adults<ul style="list-style-type: none">Not favorable to lose this recreational opportunity close to the well-used playgroundNecessitates the removal of many trees (including or adjacent to current raptor nesting site)Decreased buffer and increased proximity of parking to adjacent residents at Carlton at the ClubTransportation does not support additional parking in this location due to limited vehicular accessibility (e.g. future right in, right out vehicular access to avoid crossing three lanes of traffics for left turns)Requires further public consultation
Future Community Centre	<ul style="list-style-type: none">Proximity to Seylynn ParkShared parking	<ul style="list-style-type: none">Cost of underground parkingNecessity of crossing street to get to park



2. Bridgman Park Playground Options

Council inquired about the need (and cost) for two playgrounds in Seylynn and Bridgman parks. Pros and cons of retaining, removing or expanding the Bridgman Park playground are explored below. The public expressed support for a playground in each park, providing variations in play opportunities (e.g. including a water park in Seylynn Park), adjacent amenities and the choice of sunny or shady sites. At this point, it is recommended that the two playgrounds remain in the plan. The option to remove the Bridgman Park playground could be explored in the future in response to changing demographics in the area.

Options	Pros	Cons
Retain Bridgman Park playground	<ul style="list-style-type: none">• Strong support to retain as indicated through public process• Playground existing and functions well• Popular and well used by residents, day cares, schools, etc.• Short walk for elderly residents at Carleton on the Club with grandchildren• Important recreation asset• Emerging trend for parents (and day care centers) to seek out playgrounds with shade to address sun safety concerns	
Remove Bridgman Park playground		<ul style="list-style-type: none">• Popular and well used by residents, day cares, schools, etc.• Loss of recreation asset• Further public consultation required• Cost
Expand Bridgman Park playground	<ul style="list-style-type: none">• expanded play values and improved safety	<ul style="list-style-type: none">• Additional costs

3. Bridge over Lynn Creek

During the January 12th 2015 Committee of the Whole discussion about the park plan, Council expressed a clear preference to proceed with construction of a bridge over Lynn Creek near the Hunter Street alignment.

An additional crossing location had been planned near Crown Street for the Spirit Trail, as shown in the Transportation Plan and Bicycle Master Plan. Both crossing locations are viable and have merit. The crossing at Hunter Street will proceed as a priority project, with the Crown Street crossing built at an undefined time in the future.

The following clarification of the scope for the Hunter Street crossing is therefore proposed, with the reason for each.

Features of Hunter Street Crossing Project	
Spirit Trail	The Hunter Street crossing would need to accommodate the Spirit Trail and so would be: <ul style="list-style-type: none">• Four metres wide;• Lit (including lights adjacent to Lynn Creek).
Cycling	The trail and bridge would accommodate cycling. Where space permits, pedestrians and cycling could be separated. Note: Without cycling, the project is unlikely to attract grant funding.
Connection	Any project to build the bridge should include construction of the corresponding trail (as per above) that: <ul style="list-style-type: none">• Extends from the border with the City of North Vancouver to Keith Road (approximately 550 metres);• May be fenced to restrict conflicts with dogs.
City of North Vancouver	Confirmation would be required from the City that they would construct part of the revised Spirit Trail route (estimated to be 200 to 300 metres in length depending on connection location).
Highway 1 Crossing	The Lower Lynn Interchanges improvement plan includes a new pedestrian and cycling bridge over Highway 1 on an alignment with Crown Street. The Hunter Street location will provide a less-direct connection to this new crossing, instead better directing users under Highway 1 to Keith Road. These routes are illustrated in Appendix A.

4. Chip and Recycling Yard Phasing

Council expressed concerns regarding the inclusion of the chip yard in the plan. Although the chip yard accommodates current parks operational needs, it will be phased out as soon as possible. Within the next year, the size of the chip yard will be reduced and fencing will be installed around the chip yard to improve safety and security. In 2015, Parks will be undertaking a planning exercise to identify an alternate site. Once an alternative chip yard site is identified the remainder of the chip yard area will be restored with tree and shrub planting and the extension of the picnic meadow. Other park amenities (e.g. fitness elements) will be considered for this area.

5. Phasing of Master Plan Elements

Recognising the priority of the proposed works from Council's perspective, the phasing of all items has been revised to be completed within the short and medium term. The Hunter Street Bridge is shown as a priority item for short term phasing. Given Council's comments, funding will be sought in 2016 for detailed planning and design for each of the items. The phasing and costs would then be reviewed within the context of the Parks and overall DNV financial planning process.

The Master Plan is a candidate for funding from development servicing, DCCs, CACs, a tax levy and funding from senior levels of government. Some work will be completed as part of the Keith Road Bridge project, and some improvements will be funded through the Capital Asset Management Program.

Short Term (0-5 years)

- Trails (including Spirit Trail) and staging area upgrades, promenade, viewing platform
- Bridgman Park – reconfigured parking lot
- Environmental protection and enhancement
- Hunter Street Bridge
- Seylynn Park skate bowl upgrades
- Seylynn Park entry plaza, parking, multi-purpose field, event platform, sport court, playground and community garden

Medium Term (6-10 years)

- Bridgman Park – picnic area and washroom building upgrades
- Seylynn Park – park building with washroom

6. Circulation Plan

In response to Council's comments, the Circulation Plan will be updated to include changes adjacent to Seylynn development. Consideration will be given to adding pedestrian focused trails in Bridgman Park, and changing the Spirit Trail alignment if the Hunter Street bridge is the favoured crossing for the Spirit Trail.

Respectfully submitted,



Carolyn Girard
Park Planner



Douglas Rose
Section Manager – Parks Planning

REVIEWED WITH:

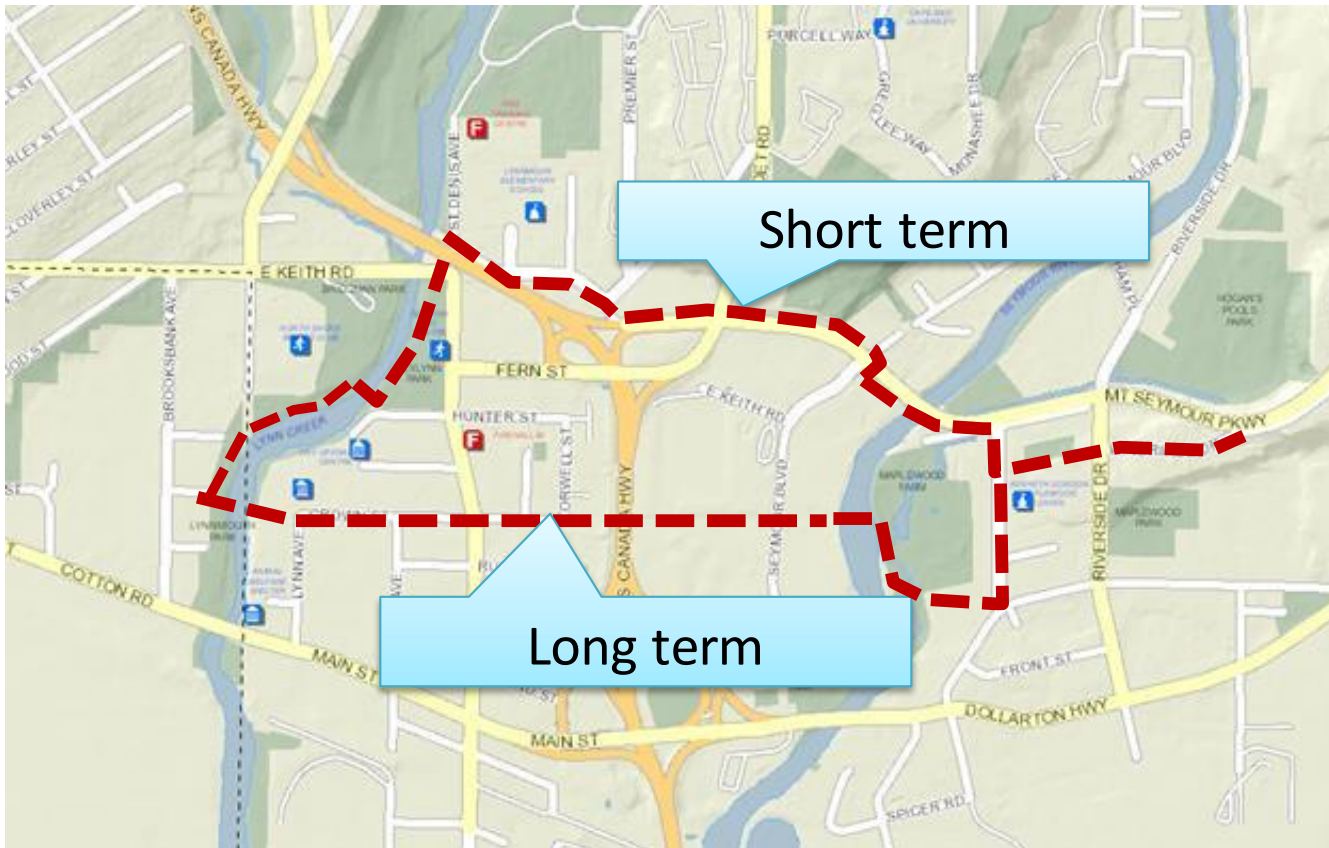
- ☐ Sustainable Community Dev. _____
- ☐ Development Services _____
- ☐ Utilities _____
- ☐ Engineering Operations _____
- ☐ Parks & Environment _____
- ☐ Facilities _____
- ☐ Human resources _____

- ☐ Clerk's Office _____
- ☐ Communications _____
- ☐ Finance _____
- ☐ Fire Services _____
- ☐ ITS _____
- ☐ Solicitor _____
- ☐ GIS _____

External Agencies:

- ☐ Library Board _____
- ☐ NS Health _____
- ☐ RCMP _____
- ☐ Recreation Com. _____
- ☐ Museum & Arch. _____
- ☐ Other: _____

Appendix A: Spirit Trail Central Route Alignment Options



Draft Lynn Valley Town Centre Public Realm and Design Guidelines

Materials to be circulated on table.

THIS PAGE LEFT BLANK INTENTIONALLY