What is Happening?

The District of North Vancouver is preparing a conceptual master plan for the future of Seylynn and Bridgman Parks. The conceptual master plan will recommend improvements to the recreational activities, environmental resources, and amenities in the parks.

The Process

The conceptual master planning process includes three stages of public engagement:

#1 - visioning stage (now) - public and stakeholder sessions
#2 - review of plan options (November/December 2013)
#3 - review of draft conceptual master plan (Early 2014)

Purpose of this Session

The purpose of this session is to introduce the project and obtain your input for the conceptual master plan.

We are providing information on:

• Project context
• Site inventory and analysis

We are requesting your input on:

• What you value and find challenging about the parks today
• Vision and objectives for the future of the parks
• Amenities that you would like to see in the parks

We hope that you will participate in this workshop and complete the comment form. The comment form is also available at dnv.org
Site Context - DNV

Context Map

- District Boundary
- Lower Lynn Town Centre Boundary
- Lynnmour
- Lynnmouth
- Harbourview Park
- Lower Lynn Town Centre
- Marie Place Park
- Squamish Nation
- Second Narrows Bridge
- City of North Vancouver
- University
- Capilano
- Lynn River
- Sea to Sky Trail
- Inter River Park
- Lynn Creek
- Lonsdale Ave.
- District Boundary
- Second Narrows Bridge
- Lynnmour
- Lynnmouth
- Harbourview Park
- Lower Lynn Town Centre
- Marie Place Park
- Squamish Nation
- City of North Vancouver
- University
- Capilano
- Lynn River
- Sea to Sky Trail
- Inter River Park
- Lynn Creek
- Lonsdale Ave.

Bridgman Park

Seylynn Park
4. Reconfigure Mountain Highway to
3. Following the establishment of the East network and enhanced community connection.
5. Replace the Keith Road Bridge and
4. Establish Crown, Orwell and Hunter Existing transportation infrastructure (Highway 1, railway lines, Main Street) has influenced adjacent land
doctrine (Vision 2040) for the Lower Lynn Community.
6. Facilitate the development of
7. Install signalized intersections and
8. Undertake improvements to enhance the
7. Establish Crown Street as a key link in
9. Create a new north-south east-west
8. Extend Orwell Street south to Oxford
10. Pursue the establishment of mid-block breaks, especially through large blocks east and west of
11. Encourage new development to provide for cycling facilities, including bike racks and end of trip
12. Enhance pedestrian and cycling safety along Main Street and to the Ironworkers Memorial
13. Encourage new development to provide for cycling facilities, including bike racks and end of trip
14. Develop way-finding measures and signage to direct pedestrians and cyclists to the community heart
15. Coordinate the implementation of this Plan and other District-wide pedestrian and cycling network

Site Context - Lower Lynn

OCP Land Use Designations

Figure 10.

Proposed Road Network
(From Lower Lynn Town Centre
Implementation Plan)

Proposed Pedestrian and Cycling Network
(From Lower Lynn Town Centre
Implementation Plan)

Proposed Parks and Open Space Network
(From Lower Lynn Town Centre
Implementation Plan)
Site Inventory - Environmental
## Site Analysis

### Feature Analysis

<table>
<thead>
<tr>
<th>Feature</th>
<th>Challenges</th>
<th>Potential Opportunities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overall</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1. Creek Flood Zone</td>
<td>Potential flooding of parks and beyond</td>
<td>Review flood protection options</td>
</tr>
<tr>
<td>2. Ecologically Sensitive Areas</td>
<td>Damage from dogs, unsanctioned paths down creek bank</td>
<td>Develop environmental management strategy that considers elements such as fences along riparian area and viewing platforms</td>
</tr>
<tr>
<td>3. Adjacent residents and other uses</td>
<td>Some conflicting land uses</td>
<td>Consider park uses that are sensitive to neighbours concerns</td>
</tr>
<tr>
<td>Overall Transportation</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4. Trails</td>
<td>Limited capacity, accessibility and connectivity, poor lighting</td>
<td>Improve trail system and provide connections to Lynn Creek Sea to Sky trail and future Spirit Trail alignment Consider lighting main paths</td>
</tr>
<tr>
<td>5. Connections Across Creek</td>
<td>Difficult access to Keith Rd. Bridge</td>
<td>Consider pedestrian/bicycle bridge between the parks Incorporate park pedestrian/bicycle connections in Keith Road Bridge replacement</td>
</tr>
<tr>
<td>6. Keith Road Improvements</td>
<td>Changing traffic patterns at park boundary</td>
<td>Consider new sidewalk and reconfiguring vehicle entrance to Bridgman Park</td>
</tr>
<tr>
<td>7. Mountain Highway Improvements</td>
<td>Changing traffic patterns at park boundary</td>
<td>Consider new sidewalks and reconfiguring vehicle entrance to Seylynn Park</td>
</tr>
<tr>
<td>8. Hunter St. Parking</td>
<td>Limited parking, parking used by DNV staff and local businesses</td>
<td>Consider reconfiguring parking Use DNV Operations Yard parking during non-work hours</td>
</tr>
<tr>
<td><strong>Bridgman Park</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9. Entrance Driveway</td>
<td>In high traffic area near bridge</td>
<td>Improve turn-off from Keith Rd.</td>
</tr>
<tr>
<td>10. Parking</td>
<td>Layout not efficient</td>
<td>Reline parking layout</td>
</tr>
<tr>
<td>11. Washrooms</td>
<td>Reaching end of life-cycle</td>
<td>Improve maintenance until replacement</td>
</tr>
<tr>
<td>12. Picnic Shelter</td>
<td>Poorly sited adjacent to parking</td>
<td>Move to a better location</td>
</tr>
<tr>
<td>13. Playground</td>
<td>Old swing set</td>
<td>Provide nature-play features</td>
</tr>
<tr>
<td>14. Operations Woodchip and Gravel Storage</td>
<td>Unsightly, operational use</td>
<td>Analyze park need and adjust storage and reforest or add new use</td>
</tr>
<tr>
<td>15. Outdoor Exercise Equipment</td>
<td>Old, in disrepair</td>
<td>Replace with new equipment, remove, or seek alternate use</td>
</tr>
<tr>
<td><strong>Seylynn Park</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>16. Tot-lot</td>
<td>Old play equipment</td>
<td>Replace play equipment or redesign play area</td>
</tr>
<tr>
<td>17. Parking</td>
<td>Unsightly, close to riparian area</td>
<td>Analyze parking requirements and possibly relocate in park</td>
</tr>
<tr>
<td>18. Seylynn Hall</td>
<td>Old building, end of useful life</td>
<td>Analyze replacement options with Recreation Commission</td>
</tr>
<tr>
<td>19. Skate Bowl</td>
<td>Old surfacing, conflict with pedestrian path around edge of bowl</td>
<td>Resurface bowl, reconfigure paths, add new features</td>
</tr>
<tr>
<td>20. Sports Field</td>
<td>District-wide demand for fields</td>
<td>Analyze options with field users</td>
</tr>
</tbody>
</table>

---

**Notes:**
- Feature Challenges and Potential Opportunities are based on a detailed site analysis and consultation with stakeholders.
- The suggested improvements aim to enhance the functionality, accessibility, and aesthetic appeal of the parks.
- The analysis considers both current and future needs, aligning with the principles of sustainable urban design.

---

**Image Details:**
- The Key Map provides an overview of the parks' layout, highlighting key features and access points.
- Images show the current state of various features, including pathways, play areas, and infrastructure, illustrating the conditions that need improvement.
- The site analysis is complemented by visual representations, offering a comprehensive view of the parks' potential.