

2000 December 14

**TO:** CITY MANAGER

**FROM:** DIRECTOR PARKS, RECREATION AND CULTURAL SERVICES

**SUBJECT:** TAYLOR PARK PARKING LOT

**PURPOSE:** To request Council's approval for the cost sharing agreement for the Taylor Park parking lot with the Burnaby School District 41.

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**RECOMMENDATION:**

1. THAT approval be given to the cost sharing agreement for the Taylor Park parking lot with the Burnaby School District 41.

**REPORT**

At its meeting of 2000 December 13, the Parks, Recreation and Culture Commission received the above noted report and adopted the four recommendations contained therein.



Kate Friars  
DIRECTOR PARKS, RECREATION  
AND CULTURAL SERVICES

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**Attachment**

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cc: Director of Planning and Building  
Director of Engineering  
Director of Finance

## **SUBJECT: TAYLOR PARK PARKING LOT**

### **RECOMMENDATIONS:**

1. THAT the revised design of the Taylor Park parking lot be approved.
2. THAT the cost sharing agreement for the Taylor Park parking lot with the Burnaby School District 41 be approved.
3. THAT Council be asked to concur with the cost sharing agreement.
4. THAT a copy of this report be sent to the Burnaby Board of School Trustees.

## **REPORT**

### **BACKGROUND**

A Concept Plan was initially prepared for Taylor Park and approved by Commission August 02, 1995 to assist consulting engineers to develop a landfill closure plan for the Stride Avenue landfill. The Edmonds Town Centre Plan, as recommended by the Edmonds Area Advisory Committee, and approved by Council and Commission, incorporated the addition of open space to Taylor Park, enlarging it to a total of 21.4 acres, creating the largest neighbourhood park in the city. A revised Conceptual Master Plan was prepared and approved by Commission on January 17, 1996 (Attachment #1).

The program for the park includes considerable open green space for sports use possibilities as well as picnicking, playground, and extensive trails. Street parking options are unusually limited for a park of this size, and the Conceptual Master Plan included a 40 stall parking lot to accommodate projected needs. A much larger parking lot could be considered, however, there are excellent surrounding urban trail connections into the community and to the nearby skytrain station. The size of the parking lot is balanced between the desire to provide convenient access and optimization of the available level, open green space.

Currently, the Burnaby School District 41 has begun planning for development of the adjacent Taylor Park School site. A "green" design concept is proposed for Taylor Park School including use of natural lighting, water conservation, stormwater management, natural ventilation, efficient heating and cooling, healthy and low-pollution finishes, and the retention of existing trees where possible. As part of the green concept, there have been discussions between the School District and civic staff from Planning, Parks, and Engineering leading to designs for a shared parking facility serving both park and school users. The shared parking proposal is the focus of this report.

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### **PARKING LOT DESIGN**

Taylor Park parking lot has been redesigned to service both the needs of the new school and the park as shown on the revised design (Attachment #2). Mission Avenue provides the only street access to the school site from Southpoint Drive. The latest design for the Mission Avenue cul-de-sac permits 30 on-street parking spaces which will be essential for pick-up and drop-off during school hours. The proposed joint parking lot provides a total of 50 parking spaces, of which, 29 spaces on the south side would be reserved for School staff parking 8 a.m. to 5 p.m. Monday to Friday. There will also be 2 disabled parking spaces, one loading space, and 19 additional spaces.

Safety concerns are a primary consideration given school use and have been incorporated into the parking lot design in a number of ways. The vehicular circulation is shown as one way and the entrance is located closest to Southpoint Drive. One-way traffic will simplify movement through the parking lot and so will reduce safety concerns. Sidewalks have been included on both sides of the parking lot to separate pedestrian movement from cars. Raised crosswalks through the parking lot and on Mission Avenue slow vehicles and give pedestrians priority. Student drop-off and pick-up will occur on the north side of the parking lot to reduce the need for children to be crossing through traffic and for best visibility. Parking lot lighting is included to ensure neighbourhood security.

During evenings and weekends, there will be 50 parking spaces available for park users. This number of spaces accommodates park needs including parking requirements for a possible sports field as shown on the revised Master Plan and would also be available for users of the walking and cycling trail system in the area, which includes excellent access to Byrne Creek Ravine Park. The parking lot is not expected to be gated unless there is a demonstrated need to do so in the future. The parking lot will provide convenient access for users of the park and, given its location, will not detract from the user's experience.

### **SHARED PARKING RATIONALE**

"Green" objectives are part of the overall principles of the Edmonds Town Centre Plan. One of the recommendations of the Plan was for the City to review the concept of shared parking lots for public use. In support of green objectives, a shared parking lot will minimize the amount of paved area thereby preserving green space and desirable natural features. The school site is relatively small and contains significant trees worth preserving compared to Taylor Park, which is largely in a disturbed state, being the remnant of the decommissioned Stride landfill site. The shared parking arrangement allows for the retention of a number of significant trees on the school site. Once registered, the preserved trees will be protected by restrictive covenant. Further use of green principles will be explored in the detailed design of Taylor Park including methods of treating run-off from the parking lot prior to release into the creek.

Due to the unusually limited amount of street parking in the area, there will be strong demands for parking by parents picking up or dropping off children, as well as for park users to access the many recreational opportunities of what will become the City's largest neighbourhood park. While the parking lot capacity of 50 stalls is considered to be less than optimum, the peak demands for school and park would typically be at different times. Also, there is a well connected network of urban trails throughout this precinct for convenient neighbourhood access to the park. The size of the proposed parking lot represents a balanced compromise between parking demands and the concerns of retaining desirable level green space for recreational activities. Combining parking for both facilities is efficient with the added benefit of sharing costs.

### **COST SHARING AGREEMENT**

The draft 2001 Capital Budget for the Parks, Recreation and Culture Commission allocates \$100,000 to be used for cost sharing of the parking lot. It is proposed that the cost of construction of the parking lot will be shared 50/50 between the City and Burnaby School District 41. The School District has agreed to undertake the design and construction of all works with review and approval of plans by park staff. Once construction is complete the School District will invoice the City for half of the costs, and ownership of the parking lot will revert to the City since it is on City property. The preliminary cost estimate prepared by consultants for the School District comes to a total of \$193,465 (including GST), of which 50% or \$96,730 (including GST) would be carried by the Commission including a 15% contingency. This estimate is based on preliminary geotechnical evaluation and may change if more difficult conditions are found. The costs included are for paving, sidewalks, lighting, drainage, and landscaping on park property. All maintenance work will be done by the City at an approximate annual cost of \$2,800.

### **NEXT STEPS**

The options for the Taylor Park Master Plan will be prepared for public review in Spring 2001 and will incorporate green principles, such as the use of recycled materials, as well as accommodating a range of recreational opportunities for all age groups. Ideally the parking lot design would be approved as part of the public review, however, early Commission approval is required so that the School Board can meet its schedule. The School District intends to begin construction in the spring of 2001 with completion by fall 2002. Park construction is currently planned to begin in 2001, concurrent with the development of the parking lot, and will proceed through 2002-2003. Appropriate funding has been included in the Commission's Five Year Capital Budget. Construction of the Mission Avenue cul-de-sac and the parking lot will serve as a welcoming introduction to the development of Taylor Park.

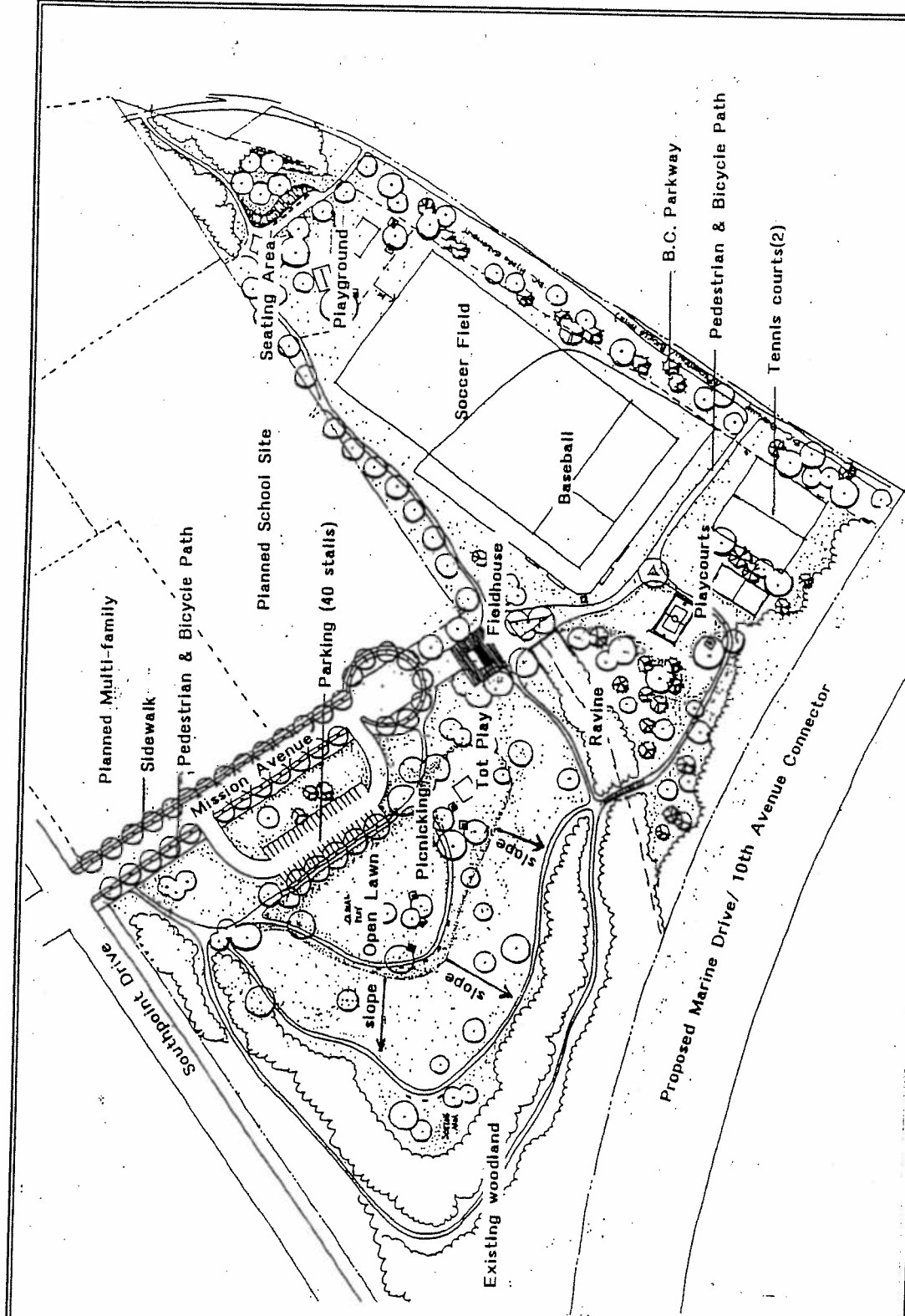
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Attachments (2)

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cc: Director of Planning  
Director of Engineering  
Director of Finance



Date: January, 1996  
Scale: NTS  
Prepared by: KC  
OP# 22-4-9

# Taylor Park Conceptual Master Plan



