CAWG Community Representatives' Summary Position on the NVSD Proposed Uses of Balmoral School

Community Learning Program

With the measures identified through the CAWG meetings, we are in general support of the NVSD decision to locate the Community Learning Program at Balmoral, subject to the following conditions:

1. Only wrap-around services directly involved with the CLP should be active in the building, and the office and meeting spaces made available to these support services should be of a shared flex-space nature;
2. Distributed Learning (DL) courses should be offered to CLP and out-of-district grades 8 to 12 students only, consistent with the "distributed" delivery model adopted by the NVSD - where DL is being proportionately delivered at each of the secondary schools in the District.

Adult Continuing Education & Adult Distributed Learning

Our primary concern with relocating all Adult CE and DL programs to the Balmoral campus is the impact on traffic and parking in our neighbourhood. As detailed in our analysis of the Urban Systems study, appended to this summary, this impact will be profound. Our neighbourhood is simply not configured to handle the traffic and on-street parking required by the adult programs.

If the Board makes a unilateral decision to operate adult CE and DL programs at Balmoral, our community must not assume more of a burden than other secondary schools. The programs should be distributed across all secondary schools in the evenings. The potential for a learning community among transitory adult learners at one single location cannot take priority over the needs of a neighbourhood, and our community is already experiencing significant change and loss from the closure of Balmoral as a neighbourhood school. The Board must ensure there is sufficient onsite parking for all staff and adult learners. We include a more detailed analysis of traffic and parking as a schedule to this summary.

In the absence of a proportional distributed program delivery policy, there should be no adult Continuing Education or adult Distributed Learning programs offered at Balmoral. The associated traffic and, in particular, the lack of on-site parking and the impact on the community of on-street parking demands associated with the adult drivers is unacceptable.

Recreation Commission Operated Facilities and Revenue Generation

There should be no Recreation Commission or any other revenue generating activities regarding the use of the building, in particular leasing or contract rental of existing classroom space, that would not be similarly done at all of the other high schools in the District.

There should be no Recreation Commission operations unless such a program is adopted for all of the high schools within the District. Singling out Balmoral because of its configuration is not acceptable to our community, nor is use of Balmoral as a "pilot" school.

Ancillary Services

There should be no ancillary uses of Balmoral (e.g. office space for NVSD staff, community service workers, District psychologists, etc. who are not immediately and actively involved in supporting the CLP). Such use increases the number of parking spaces that are required and increases the likelihood of increased on-street parking demands.

District Services

Although we believe that the use of classroom space for District Services is fundamentally inappropriate, should this proceed at Balmoral the use should be limited to:

1. existing service levels at Lucas Centre including a maximum of five (5) staff and associated onsite parking requirements (as stated in the CAWG meeting);
2. use restricted to library and text books, and science supplies; and
3. ONLY with the provision that no changes are made to the building that would prevent the space used by District Services from being readily returned to the existing classroom purpose.

CAWG Recommendations Endorsement & Parking

As community members, we will only endorse the recommendations of the CAWG to place the CLP, DL and District Services at Balmoral if the above qualifications are met and provisions are made for at least 66 onsite parking spaces that conform to the District of North Vancouver Parking Bylaws.

APPENDIX: Traffic and Parking Impacts

Traffic (Trip Generation)

As evidenced by the Urban Systems traffic study, our community has been exposed to an excessive amount of traffic over the past three years as a result of the use of Balmoral as the Carson North campus for grades 8 – 10 students.

The total amount of vehicle trips per student observed during the traffic study for Balmoral (0.84) was double the peak trip generation rates expected for a typical high school (0.42). This means that the trip events expected for the combined CLP, DL and AE program associated peak traffic of 330 trips per hour will be more than double the amount of traffic previously associated with the grades 8-10 program delivery at Balmoral of 147 trips per hour for the 350 student population at that time.

Inadequate Onsite Parking

Although the traffic report states there are 65 parking stalls currently available at Balmoral, our assessment suggest that once the renovations and NVD bylaw requirements are taken into consideration, there is space for a maximum of 51 vehicles within the existing parking areas.

The creation of a drop-off area within the parking lot, as described in the proposed architectural changes to the front entrance of the school described at the January 10, 2012, meeting, will reduce the number of current stalls to 41. Depending on the proportion of small to regular car stalls, and disabled stalls required by the District of North Vancouver, this number may be reduced further.

The 14 parking stalls currently located within the paved basketball court at the north side of the school do not conform to DNV bylaw requirements. However, the space could be reconfigured to accommodate up to 8 cars within conforming spaces.

With respect to the 4 parking spots currently located along the south side of the gym, arguably only two could be permanently allocated that may conform to parking bylaws, although these may be eliminated due to safety reasons once bylaw requirements related to egress from a public space are taken into consideration (i.e. proximity to emergency exits from the gym).

Considering the above parking analysis, and subject to a Bylaw review, only a maximum of 51 vehicles can be accommodated within the existing parking areas around the renovated building.

The traffic study estimates 61 parking spaces are required to meet the CLP and DL parking requirements alone, which is in excess of the currently available spaces. An additional 5 spaces

would be needed for Ancillary/District Services, bringing the total requirements to 66 spaces, with only 51 spaces currently available following planned renovations.

With respect to parking requirements for the adults expected to enroll in the CE and DL programs , the traffic study states that approximately twenty-five percent (25 %) of the adults currently attending CE courses at Lucas Centre travel by transit or walk. Consequently, 150 onsite parking spaces will be required to accommodate the parking demands associated with the 200 adults attending CE classes, alone. Considering the parking requirements for students and staff associated with the CLP, grades 8-12 DL, and District Services programs, a minimum of 210 onsite parking spaces will be required at Balmoral – over four times that currently available.

Inadequate On-Street Parking

The traffic study speculates there is space for up to 40 vehicles to park on-street along Mahon Avenue; however, this neglects to consider NVD parking bylaws (District of North Vancouver - STREET AND TRAFFIC BYLAW - Bylaw No. 7125 (2004)) that stipulate "no person shall stop, stand or park a vehicle" within: 6 metres of a crosswalk (Mahon & Osborne), 6 metres of an entrance to or exit from any school (the single driveway); or within 5 metres both ways along the curb from a fire hydrant (located in front of the school).

Further, the traffic study also neglects to consider that parking along the street is shared with the two elementary schools as well as the community residents (tax payers) living along Mahon.