

CITY OF BURNABY

FINANCE AND ECONOMIC DEVELOPMENT COMMITTEE

HIS WORSHIP, THE MAYOR
AND COUNCILLORS

**SUBJECT: GOVERNMENT ROAD NEIGHBOURHOOD ACCESS TO/FROM
LAKE CITY WAY SKYTRAIN STATION**

RECOMMENDATIONS:

1. **THAT** Council approve the use of wrought iron fencing between Lozells and the nursery as outlined in Section 3.0 of this report on the understanding that the tender bids come within the estimated budget amount for this item.
2. **THAT** Council bring down a Capital Reserves Expenditure Bylaw in the amount of \$398,000 for the construction of the Government Road neighbourhood access improvements outlined in Section 3.0 of this report over a two year period.
3. **THAT** Council forward copies of this report to the residents of the Government Road neighbourhood whom had previously sat as members of the *Government Road Neighbourhood Working Group*, TransLink (Sheri Plewes, Vice President of Contracts and Acquisitions), RTP 2000 Limited (John Eastman, President), RCMP (Staff Sargent Daryl Stone), and Burnaby School District (Greg Frank, Secretary-Treasurer).
4. **THAT** a copy of this report be forwarded to the Parks, Recreation and Culture Commission for their information.

REPORT

The Finance and Economic Development Committee at its meeting held on 2002 May 6, received and adopted the attached report regarding Government Road Neighbourhood Access to/from Lake City Way Skytrain station.

Additional information on wrought iron fencing was received by the Committee for consideration as an element of the access improvements for the Government Road Neighbourhood previously approved by Council.

Respectfully submitted,

Councillor D. R. Corrigan
Chair

Councillor D.N. Johnston
Vice Chair

Councillor N.M. Volkow
Member

Copy: City Manager Director Finance Director Engineering Director Planning and Building
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TO: CHAIR AND MEMBERS
FINANCE AND ECONOMIC
DEVELOPMENT COMMITTEE

2002 May 2

FROM: DIRECTOR PLANNING AND BUILDING

OUR FILE: 08.230.3.5.1

**SUBJECT: GOVERNMENT ROAD NEIGHBOURHOOD ACCESS
TO/FROM LAKE CITY WAY SKYTRAIN STATION**

PURPOSE: To forward additional information on wrought iron fencing to the Finance and Economic Development Committee for their consideration as an element of the access improvements for the Government Road Neighbourhood previously approved by Council.

RECOMMENDATIONS:

1. **THAT** the Finance and Economic Development Committee recommend to Council the use of wrought iron fencing between Lozells and the nursery as outlined in Section 3.0 of this report on the understanding that the tender bids come within the estimated budget amount for this item.
2. **THAT** the Finance and Economic Development Committee recommend to Council that a Capital Reserves Expenditure Bylaw in the amount of \$398,000 be brought down for the construction of the Government Road neighbourhood access improvements outlined in section 3.0 of this report over a two year period.
3. **THAT** Council forward copies of this report to the residents of the Government Road neighbourhood whom had previously sat as members of the *Government Road Neighbourhood Working Group*, TransLink (Sheri Plewes, Vice President of Contracts and Acquisitions), RTP 2000 Limited (John Eastman, President), RCMP (Staff Sargent Daryl Stone), and Burnaby School District (Greg Frank, Secretary-Treasurer).
4. **THAT** a copy of this report be forwarded to the Parks, Recreation and Culture Commission for their information.

REPORT

1.0 INTRODUCTION

At its regular meeting held on 2002 March 4, Council approved the Government Road Neighbourhood access Option No. 3 as shown on *Attachment "A"*, and amended the "Elements" Section of Option 3 by requesting that the Finance and Economic Development

Committee review the possible use of wrought iron fencing, instead of chain link fencing, on the south edge of Loughheed Highway from Lozells to the nursery and that the committee prepare a report to Council with its recommendations. Option 3 - "Restricted Access" (Lozells and Piper), as adopted by Council, offers a balance between directing strangers away from Charles Rummel Park and Seaforth Elementary School while allowing access to all areas of the neighbourhood. The purpose of this report is to explore the use of wrought iron as the fence material in the section of the approved fence between Lozells and the nursery.

2.0 FENCE MATERIAL

2.1 Chain Link Fence

Option 3 - "Restricted Access", as shown on *Attachment "A"*, used chain link as the fence material so that more resources could be directed to increasing the amount of CPTED measures included in this concept (i.e. selective thinning, upper meadow, lower meadow, walkways on Piper, and lighting on Piper). By positioning the chain link fence along the southern edge of the Loughheed Highway and limiting the points of access/exit to openings at Piper and Lozells on either side of Charles Rummel Park, it was felt that the pressure to create spontaneous openings in the centre of the fence would be greatly reduced.

Because of the fencing around the nursery and the proposed new fencing along the Loughheed Highway, there will be multiple layers of chain link fencing in the area between the western boundary of the nursery and Piper Avenue. However, west of the nursery one chain link fence was proposed across the southern edge of the Loughheed Highway to define the northern edge of Charles Rummel Park. This section of fence between Lozells and the nursery is approximately 310 m in length. During the meetings with the Government Road Neighbourhood Working Group, the citizen members had expressed a number of concerns related to the use of chain link fence in this latter section of the fence between Lozells and the nursery. These concerns are summarized below.

- Chain link fence is *relatively easy to cut* for anyone with a pair of wire-cutters. As a result this material is susceptible to breach by members of the neighbourhood who feel they are inconvenienced by being directed off the straightest path to the Lake City Way Station.
- If repairs are not undertaken quickly, a hole in the fence will be viewed as a "*broken window*" and signal a loss of territorial control of the area to outsiders.
- The *life-cycle cost difference between the two materials is lower* than the capital cost differential when maintenance and repair costs are included for both materials.

2.2 Wrought Iron Fence

Wrought iron fencing has been used in two locations in the City to restrict pedestrian movements: the median on Canada Way just east of Norland Avenue adjacent to City Hall, and the median on Nelson Avenue between Kingsway and Bennett Street adjacent to Metrotown Centre. The benefits of using wrought iron over chain link are noted below.

- Wrought iron is *far more resistant to vandalism or cutting*. In both City applications, the wrought iron fencing has remained intact.
- Wrought iron is *virtually maintenance free* and this increased durability can lead to the perception of a well maintained property by eliminating holes in the fence (i.e. “broken windows”). This would also result in potentially lower maintenance costs over time. It should be noted that in other locations where chain link fences have been cut, the minimum cost for such a repair is about \$300.
- Wrought iron has *a more finished appearance* than chain link as chain link is widely used in industrial applications while wrought iron is more typically used in residential applications.

3.0 STAFF COMMENTS

Option 3 - “Restricted Access” (Lozells and Piper), as shown in *Attachment “A”*, has an estimated cost of about \$276,000 (inclusive of 3% GST). To convert the section of fence between Lozells and the nursery to wrought iron would cost an additional \$85,000 (inclusive of 3% GST) as shown in **Table 1**.

Table 1
 Cost comparison of fencing materials (the nursery to Lozells)

	8' Chain Link Fence	8' Wrought Iron Fence	Difference
Capital Cost Estimate	\$268,000	\$350,500	\$82,500
3% Net GST	\$8,000	\$10,500	\$2,500
Sub-total (Inc 3% Net GST)	\$276,000	\$361,000	\$85,000
Contingency (Inc 3% Net GST)	\$22,100	\$22,100	\$0
Net Project Cost (Inc 3% Net GST)	\$298,100	\$383,100	\$85,000
4% GST Municipal Rebate	\$11,700	\$14,900	\$3,200
Total Project Budget	\$309,800	\$398,000	\$88,200

As noted previously, this additional initial capital cost would likely be partially off-set over time by the reduced maintenance cost savings associated with wrought iron. If wrought iron were adopted the total capital cost estimate for the project (inclusive of 3% GST) would increase to \$361,000. As shown in **Table 1** when contingency and an allowance for the 4% municipal GST rebate are added the total project budget is \$398,000 (spread over a two year period).

In the view of staff the only disadvantage of using wrought iron for the fence material is the additional initial capital cost. Staff however, have the additional following comments. Chain link is an adequate material for most fencing applications in the City recognizing the cost premium associated with wrought iron. Even if wrought iron were used for the section between the nursery and Lozells, more than two-thirds of the total length of eight foot fencing proposed would continue to be chain link. An entry/exit at Piper is being provided so that the western half of the neighbourhood has access to the Lake City Way SkyTrain Station. Given the limited amount of passive surveillance from inside Charles Rummel Park itself and the close proximity of the proposed fence line to the existing vegetation, this section of fence is potentially more vulnerable to vandalism (particularly cutting) than the other sections of fencing proposed as part of Option 3. Wrought Iron is therefore worthy of consideration for this limited section of fencing as part of Option 3 - "Restricted Access" (Lozells and Piper).

4.0 FINANCING

As stated in the 2002 March 4 Council report, this work would need to be phased over a two year period. In using a two year implementation period as shown in **Table 2**, there would be an advantage in implementing the improvements to Charles Rummel Park (park signage, brushing, selective thinning, lower meadow, upper meadow, meadow trails, trail widening, lighting) in year 2002 to encourage area residents to increase their use and ownership of Charles Rummel Park. This would leave the remaining restrictive access measures (fences, steel pipe service gate, and asphalt walks for Piper) to be implemented in 2003 in advance of the opening of the Lake City Way Station. This approach results in about \$155,000 being expended in 2002 and about \$243,000 in 2003 (both amounts inclusive of contingency and 7% GST), assuming the application of wrought iron fence between Lozells and the nursery.

Table 2
 Implementation Plan - Year 2002 and Year 2003

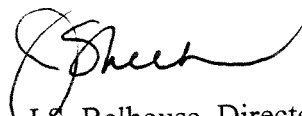
Annual Capital Program	8' Chain Link Fence	8' Wrought Iron Fence	Difference
2002	\$154,900	\$154,900	\$0
2003	\$154,900	\$243,100	\$88,200
Totals	\$309,800	\$398,000	\$88,200

Sufficient Capital Reserves are available and \$160,000 is included in each of the 2002 and 2003 Community Plan Implementation components of the draft 2002-2006 Annual Capital Plan. The 2003 component will be adjusted accordingly to reflect the remaining cost of the project.

It is recommended that a Capital Reserves Expenditure Bylaw in the amount of \$398,000 (inclusive of 7% GST) be brought down to finance both phases of this project. The net cost to the City after claiming a 4% GST rebate will be approximately \$383,100.

5.0 CONCLUSION

Option 3 - "Restricted Access", as adopted by Council, offers a balance between directing strangers away from Charles Rummel Park and Seaforth Elementary School while allowing access to all areas of the neighbourhood. Option 3 restricts public access to two points of entry/exit on either side of Charles Rummel Park (Lozells trail and Piper Avenue). In total there is about 1,150 metres of fencing proposed to restrict access to these two entry/exit points and to better define the limits of Charles Rummel Park and the nursery. By converting the material proposed for the 310 m section of fencing between Lozells and the nursery, the overall set of access improvements would be made to be far more resistant to vandalism (particularly fence cutting), could significantly reduce the amount of maintenance required. It would also present a more finished appearance along the northern edge of Charles Rummel Park. Moreover, the additional initial capital cost will likely be partially off-set over time by maintenance cost savings.



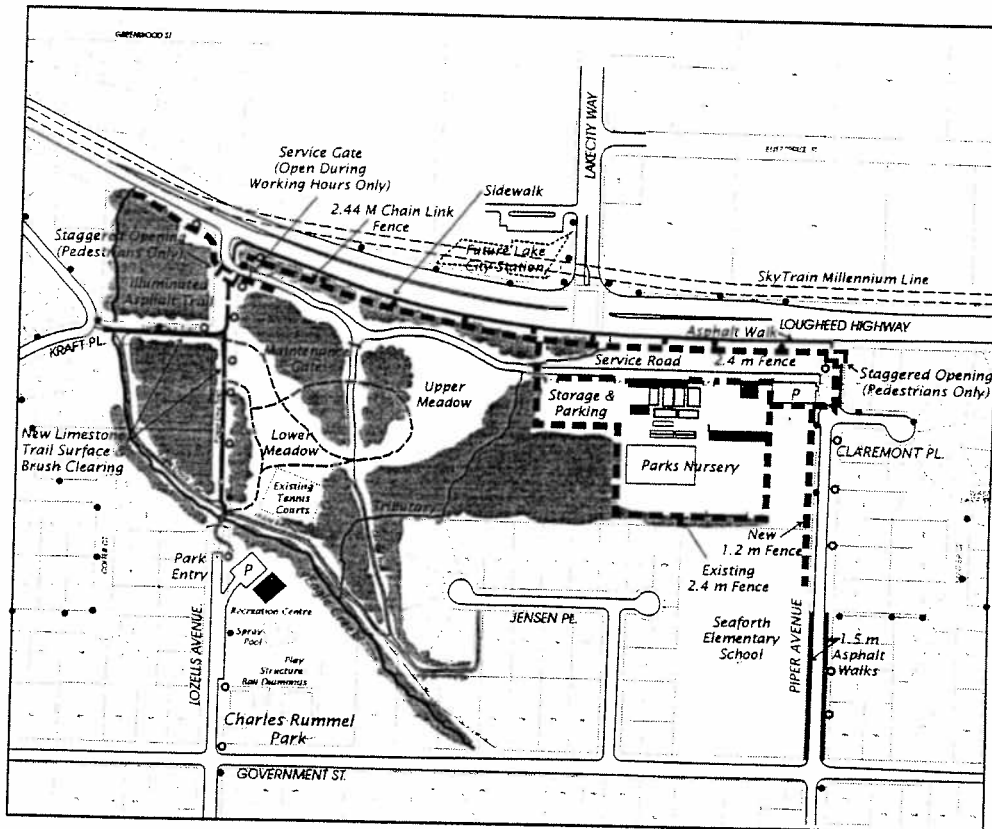
J.S. Belhouse, Director
PLANNING & BUILDING

DAC
Attachment

cc: City Manager
Director Finance
Director of Engineering

OPTION 3

"Restricted Access (Lozells and Piper)"



Mitigation Concept Plan

Option 3

"Restricting Public Access to/from SkyTrain"

LOZELLS & PIPER
With Additional Park Improvements

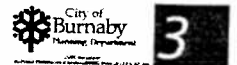
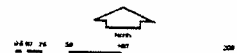
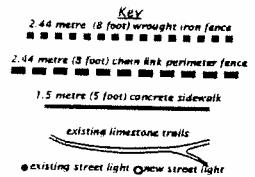
Principles

Public pedestrian access to/from Lougheed Highway and the Lake City Way SkyTrain Station is limited and channelled to two locations (Lozells & Piper) where Crime Prevention Through Environmental Design (CPTED) principles were used to maximize personal safety. Vehicular access is blocked by the Nursery. A 1.2 m (4 foot) chain link fence is proposed for the northeast corner of Seaforth Elementary School.

Storage of materials and equipment is removed from public park space and is consolidated in the nursery. The former storage area in the park is reforested.

Through traffic between Piper Avenue and Lougheed Highway is blocked. Nursery service vehicle and employee access is maintained with separate driveways off Piper and Lougheed.

Park development includes grading and seeding of the lower and upper meadows, and a new limestone trail system.



PRINCIPLES

- Public **pedestrian access is limited and channelled** to two locations where Crime Prevention Through Environmental Design (CPTED) principles were used to maximize personal safety.
- Fence located on the south edge of Lougheed **discourages unwelcome visitors.**
- Public **vehicle access is blocked** by the nursery between Piper Avenue and Lougheed Highway.
- **Service vehicle access to/from the nursery is maintained** from both Lougheed Highway and Piper Avenue.
- Some **consolidation of the nursery** is necessitated by the introduction of the barrier fence.
- The storage of materials and equipment is removed from the public park space into the nursery compound and the former storage area is graded and seeded **to create a park meadow.**

ELEMENTS

- Phase "A" \$276,000
- New 2.4 m (8') chain link fence with staggered openings (pedestrian only) at Lozells and Piper (785 m)
 - New walkway on the south side of Lougheed from Lozells to Piper (670 m)
 - New walkways on Piper from Hunter to Government
 - New limestone trail surface and brush clearing on the Lozells trail and the Kraft trail
 - Improved lighting on Lougheed, Lozells trail, Kraft trail, Lozells Ave and Piper Ave
 - New 4' chain link fence on the northeast corner of Seaforth Elementary School (160 m)
 - New Service Road gate at Lougheed Highway
 - Extension of Nursery fence (chain link) to block the Service Road and enclose the storage area and staff parking lot
 - New Charles Rummel park signs (4)
 - Grade and seed lower meadow
 - Grade and seed expanded upper meadow
 - Selective thinning of under storey
 - New limestone meadow trails (1.5 m)

Option 3 eliminates vehicular access between the Station and the neighbourhood and **restricts pedestrian access to two points** of entry (Lozells and Piper). "Improvements to Charles Rummel Park" would be similar to those outlined in Phase "B" for Options 1 and 2 but in this case would compete for capital funding under the direction of Burnaby Council.

