

TO: CITY MANAGER 2002 February 28
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 request Council approval of the Government Road Neighbourhood access improvements which have been a product of the *Government Road Neighbourhood Working Group* process.

RECOMMENDATIONS:

1. **THAT** Council approve the Government Road Neighbourhood access Option No. 3 as outlined in this report.
2. **THAT**, with the conclusion of the Government Road Neighbourhood Working Group process, staff be requested to bring forward the rezoning report for the Lake City Way SkyTrain Station (#99-33) for Third Reading.
3. **THAT** Council advise RTP 2000 Limited to proceed with the sidewalk on the south side of Lougheed Highway as provided for by the Municipal Integration Fund.
4. **THAT** Council forward copies of this report to the members of the *Government Road Neighbourhood Working Group* with their thanks, 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).
5. **THAT** a copy of this report be forwarded to the Parks, Recreation and Culture Commission for their information.

REPORT

1.0 BACKGROUND

Council, at their regular meeting of 2001 October 15, authorized staff to host a neighbourhood open house based on a series of access options developed with the assistance of the *Government Road Neighbourhood Working Group*. The Working Group was formed

in response to safety and security concerns related to the Lake City Way SkyTrain Station raised at a public open house, held on 2000 May 31 at Seaforth Elementary School. At this first open house the neighbourhood noted the special circumstances at this location given the proximity of the Lake City Way SkyTrain Station, Charles Rummel Park and Seaforth Elementary School. Contained within the Working Group's terms of reference was the need to solicit broader community response to the mitigative options developed with the assistance of the *Working Group*. This was undertaken through the distribution of a brochure/questionnaire and the hosting of a neighbourhood open house. The purpose of this report is to summarize the neighbourhood perspectives collected during this second stage of public consultation and to advance a recommended option for the consideration of Council.

2.0 GOVERNMENT ROAD NEIGHBOURHOOD WORKING GROUP

The *Government Road Neighbourhood Working Group* was assembled in 2001 February to assist the City in the development of potential mitigation approaches to address neighbourhood concerns and issues related to the future development of the Lake City Way SkyTrain Station. The Working Group is comprised of nine (9) area residents representing a cross-section of the community (five of which are members of the Seaforth Parent Advisory Council). Councillor Evans was appointed to serve as chair and Councillor Der sits as a member of the Working Group. Technical support for the Working Group has been provided by City staff (Planning, Engineering and Parks), as well as representatives from the RCMP and the Burnaby School District.

2.1 OVERALL PROCESS

The Working Group's mandate, as approved by Council, required that their work be undertaken in the context of an operating SkyTrain Station on the north side of the Lougheed Highway at Lake City Way. The Working Group in collaboration with the Chair, the Councillor sitting as a Working Group member, and staff were charged with preparing detailed mitigative options and involving the broader neighbourhood in a consultation process on the options developed. As shown on *Page 2 of Attachment "A"* the overall process was extensive and resulted in the City developing four (4) detailed access options with the assistance of the Working Group.

2.2 PUBLIC CONSULTATION

The objective of the broader neighbourhood consultation process was to collect and summarize neighbourhood perspectives related to the detailed access options developed by the City with the assistance of the Working Group. These perspectives are an important piece of information in the consideration of this issue. The study area as defined by the Working Group's Terms of Reference was bounded by Lougheed Highway, Brighton Avenue, Winston Street and Phillips (as shown on **Figure 1 attached**).

2.2.1 Public Notice

Advance notice of the January 17th Open House was issued to the neighbourhood by way of the following:

- *Newspaper ad* in the Sunday, January 6th edition of BurnabyNow;
- *Newspaper ad* in the Wednesday, January 9th edition of the News Leader;
- Over 825 *brochures*, one delivered to each household within the study area, by Canada Post on Friday, January 4th through Tuesday, January 8th; and
- *Government Road Community Newspaper article*.¹

It should be noted that both newspaper ads asked Government Road neighbourhood residents to, "Please watch the mail for your copy of the questionnaire."

2.2.2 Brochure

The brochure, included as *Attachment "A"*, in addition to providing an introduction to the Working Group and an overview of the study process also provided a detailed map and description of each of the four (4) access options.

- ***Open House:*** The Open House was held from 6 p.m. to 9 p.m. on Thursday January 17, 2002 at the Seaforth Elementary School Gymnasium and was attended by about 120 people. There was a series of 12 display panels which provided the detailed background material considered by the Working Group in addition to two large scale sets of the four (4) options were also on display. Staff from the City of Burnaby (Planning, Engineering, and Parks and Recreation), the Burnaby School District, and the RCMP were in attendance. Several members of the Working Group were also in attendance and were identified as such with special name tags. This forum provided an opportunity for neighbourhood residents to review the presentation material, ask questions and discuss issues with staff, the Working Group members and other neighbourhood residents.
- ***The Questionnaire:*** The last page of each brochure was a detachable questionnaire. Each household was encouraged to complete the questionnaire and return it in an enclosed prepaid envelope, by fax or in person at the January 17th open house.

¹ The circulation of the community newsletter only covers the eastern side of the study area.

- **Response Rates:** 153 valid questionnaires were returned from the approximately 825 households within the study area. This results in a response rate of over 18%. As shown in **Figure 1 (attached)** all areas of the neighbourhood were represented by the response received.

3.0 THE OPTIONS AND THE PUBLIC REPOSE

Option 1 precludes pedestrian and vehicular access with a continuous barrier. Council when reviewing this option, questioned the appropriateness of a full barrier approach given their belief that access to the station would be a desired and needed element. Two options (Options 2 and 3) restricted access by precluding vehicular access and channelling pedestrian access to a limited number of access points. Option 2 limits access to the Lozells trail only, while Option 3 offers pedestrian access to both the Lozells trail and Piper Avenue. The last option (Option 4), offers full access with continued vehicular access through the nursery access road and three pedestrian access points (Lozells trail, Park trail and Piper Avenue) with no associated fencing. The following provides a summary of the response received in relation to each option.

3.1 Option 1 - “Continuous Barrier” (No Access)

The main feature of Option 1, as shown on page 3 of **Attachment “A”**, is a continuous 2.4 m (8') wrought iron fence which results in a complete physical separation of the Government Road neighbourhood from Loughheed Highway and the Lake City Way Station. Other components of this option include enclosure of the nursery storage area and staff parking lot with chain link fencing and some modifications to Charles Rummel Park. As shown in **Figure 2 (attached)**, 75 (49%) of responding households supported this option while 55 (36%) opposed it with only 6 (4%) households being neutral and 17 (11%) being undecided. These 75 households are comprised of 52 households (see **Figure 3 attached**) who chose Option 1 solely, as well as 23 households who chose Option 1 as well as one of the other access options. Among those households who support this option, neighbourhood “protection” is often referenced in their comments. The number one opposition concern is, “desire for access to the Lake City Way Station” with the number two opposition concern being, “too restrictive”. As this option includes a continuous barrier, it precludes all access to the Lake City Way SkyTrain Station and therefore does not meet the needs of those households which desire access. As shown on page 3 of **Attachment “A”**, it was noted that, “*Council has expressed reservations about a continuous barrier*”.

3.2 Option 2 - "Restricted Access" (Lozells Only)

Option 2, as shown on page 4 of *Attachment "A"*, introduces a single point of pedestrian access to the Lozells trail at the western edge of Charles Rummel Park. In this option the amount of wrought iron fence is limited to the section of the Charles Rummel Park between Eagle Creek and the nursery. The enclosure of the nursery storage area and staff parking lot are achieved using chain link fence only in this option. The modifications proposed for Charles Rummel Park in this option are similar to those in Option 1 with further allowance for the upgrading and lighting on the Lozells and Kraft Trails. As shown in **Figure 4 (attached)**, 34 (22%) of responding households supported this option, while 71 (47%) opposed it. 26 (17%) of responding households were neutral and 22 (14%) were undecided. This option had the second highest level of support out of the three access options (Option 1, Option 2 and Option 3). This option was viewed by some who supported Option 1 (Barrier) as an alternative or "second best". The number one opposition concern with Option 2 (Lozells only) was, "no access for the east half of the neighbourhood". This option has not been supported by the Planning Department as it forces residents on the eastern side of the neighbourhood to travel through the Seaforth Elementary School site and through unimproved sections of Charles Rummel Park to reach and return from the Lake City Way SkyTrain Station.

3.3 Option 3 - "Restricted Access (Lozells and Piper)

Option 3, as shown on page 5 of *Attachment "A"*, restricts public access to two points of entry (Lozells trail and Piper Avenue). This option introduced a new fence material (chain link) so that more resources could be directed to increasing the amount of CPTED measures included in this option (i.e. selective thinning, upper meadow, lower meadow, walkways on Piper, and lighting on Piper). With a designated entry/exit point on either side of the park, it was felt that the pressure to create spontaneous openings in the centre of fence would be greatly reduced. As shown in **Figure 5 (attached)**, 41 (27%) of responding households gave support to this option, while 81 (53%) opposed it. 17 (11%) of responding households were neutral and 14 (9%) being undecided. This option had the highest level of support out of the three access options (Option 1, Option 2 and Option 3). This option is supported by the Planning Department as an acceptable access option for all areas of the neighbourhood.

3.4 Option 4 - "Full Access (Lozells, Park and Piper)

Option 4, as shown on page 6 of *Attachment "A"*, allows for direct pedestrian access from three different areas (Lozells trail, Park trail and Piper Avenue). Fencing is not used to discourage pedestrian access in this option, but is limited to enclosing the

nursery storage area and staff parking lot to better define the boundary between the nursery and Charles Rummel Park. The focus of this option is on trail improvements (construction and upgrades), lighting improvements and a number of park enhancements to increase public use and greater surveillance of the area. It should also be noted that this is the only option which maintains public vehicular access between the neighbourhood and Lougheed Highway via the Frontage Road. As shown in **Figure 6 (attached)**, 29 (19%) of responding households supported this option, while 96 (63%) opposed it. 9 (6%) of responding households were neutral and 19 (12%) were undecided. This option had the lowest level of support out of the three access options (Option 1, Option 2 and Option 3). Many of those households who oppose this option view it as, "too much access".

3.5 Mixed Response

There were 26 households who responded with support for both Option 1 (Barrier) and also one or more of the access options (Options 2, 3 or 4). The generalized distribution of these households is shown in **Figure 7 (attached)**. Of these 26 "mixed" support households, 14 (or 54% of the 26 households) supported only Option 2 (Lozells), in addition to Option 1 (Barrier).

3.6 Other Issues

The questionnaire also provided a space for residents to provide comment on items not covered under each of the individual options. These comments are summarized in **Figure 8 (attached)** for the information of Council.

4.0 RECOMMENDED OPTION

One of the key issues raised by Council at the time it received the access options in draft form was the need for SkyTrain access for those that desired it. Clearly, the number of residents who have indicated their preference for some form of access is substantial. As shown in **Figure 9 (attached)**, 75 (49%) of the 153 households supported one or more of the access options, but did not support Option 1. This support is well distributed within the neighbourhood. When adding the indicated support from the mixed responses, support for some form of access is about 66% of responding households as shown in **Figure 10** (see next page). Conversely, Option 1 (Barrier) in providing a continuous barrier does not meet the needs of those neighbourhood residents who desire access to the Lake City Way Station. Therefore, staff recommend that Option 1 (Barrier) should be given no further consideration.

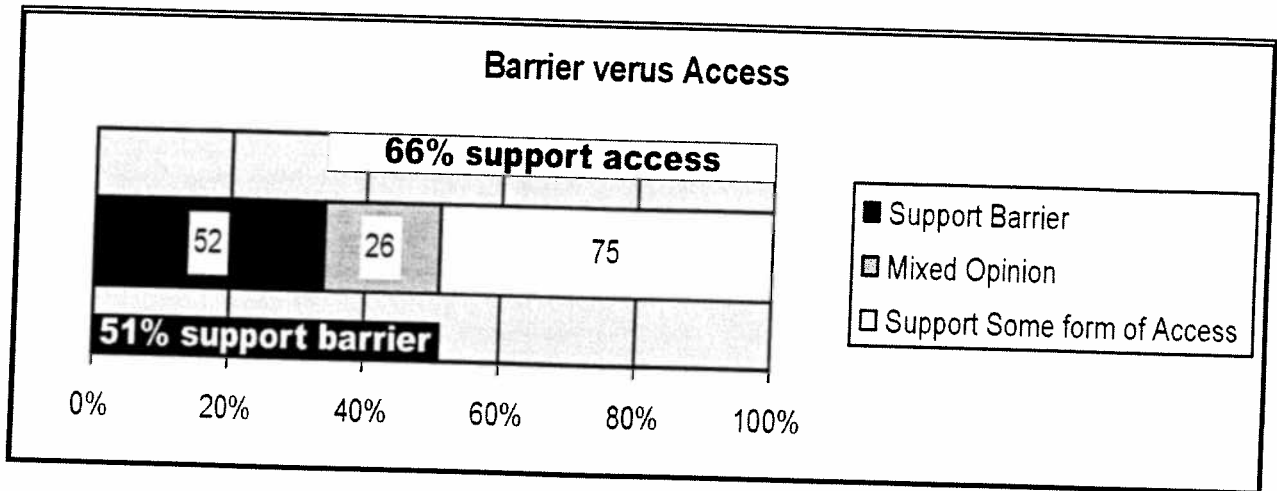


Figure 10
Split of Respondents Support for a Continuous Barrier Option versus Access

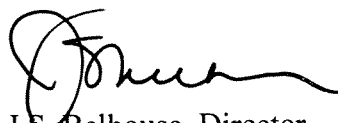
The question is then how best to provide access to all areas of the community while addressing the neighbourhood concerns related to Seaforth Elementary School and Charles Rummel Park to the greatest extent possible. While Option 2 (Lozells only) has the second highest level of support among the options which offer access, it does not serve the eastern portion of the neighbourhood well and would require residents from the eastern portion of the neighbourhood to travel through the Seaforth Elementary School site to reach the Lake City Way SkyTrain station. Option 4 (Lozells, Park and Piper) offers access to all areas of the neighbourhood, however, given its absence of fencing it does not channel access to specific points where improvements can be focussed. Option 4 also received the lowest level of support among the options which offer access. Option 3 (Lozells and Piper) received the highest level of support of all the options which offered access and 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 provides a chain link fence along the southern edge of the Lougheed Highway with openings at Piper and Lozells on either side of Charles Rummel Park. From the Lake City SkyTrain station, this fencing will act as a visual and physical deterrent to discourage unwelcomed visitors from entering the neighbourhood. As well, Option 3 has redirected resources away from the fencing material (i.e. wrought iron) towards improvements to enhance safe access to and from the neighbourhood. Therefore, Option 3 - "Restricted Access" (Lozells and Piper) is being recommended by the Planning Department as the preferred access option for the Government Road Neighbourhood.

Option 3 - "Restricted Access" (Lozells and Piper) has an estimated cost of about \$276,000. The Working Group was advised that this work would need to be phased over a two years period. If a two year implementation period is used, there would be 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. If this approach were adopted, it would result in about \$140,000 in 2002 and \$140,000 being expended in 2003. These funds would be included under the Planning and Building Department's section of the City's 2002-2006 Capital Plan budget process.

5.0 CONCLUSION

Four (4) neighbourhood access options have been developed with the assistance of the Working Group in accordance with the terms of reference approved by Council for the *Government Road Neighbourhood Working Group*. These four (4) access options ranged from a continuous barrier to full access. Although there is varied and divided opinion on all four of the specific options presented to the public, the results of this second round of public consultation indicated that there was considerable support for pedestrian access to the Lake City Way SkyTrain Station. Therefore, Option 3 - "Restricted Access" (Lozells and Piper) is being recommended as a balance between directing strangers away from Charles Rummel Park and Seaforth Elementary School and allowing access from all areas of the neighbourhood to the Lake City Way Station.



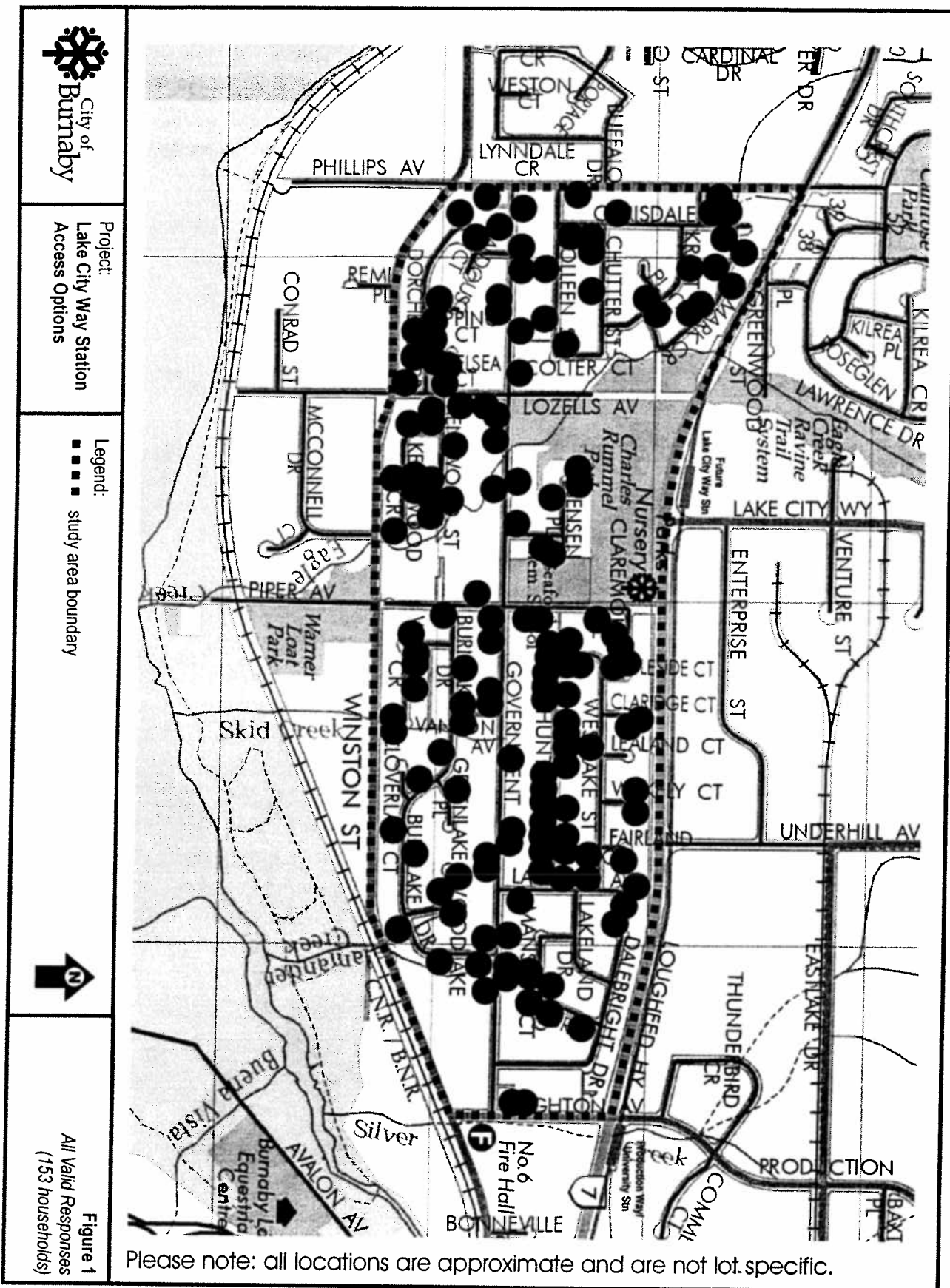
J.S. Belhouse, Director
PLANNING AND BUILDING

Attachments (10)

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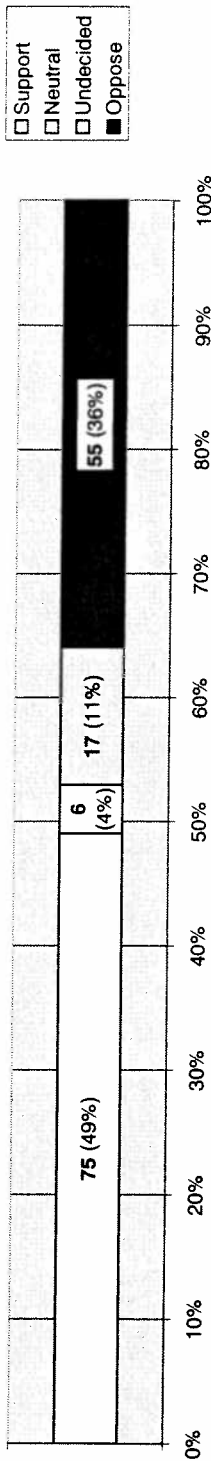
cc: Director Parks, Recreation and Cultural Services
Director Engineering
Director Finance

Figure 1



Option 1 - "Continuous Barrier" (No Access)

Option 1 (Barrier)



Support
 Neutral
 Undecided
 Oppose

Support

- # Comment**
- 6 only real option/best option
 - 5 protects children
 - 4 protects the neighbourhood
 - 3 station is for the business park, let them have access
 - 2 community already has (bus) access to other SkyTrain stations
 - 2 community has thrived with limited vehicle access
 - 2 eliminates traffic problems
 - 2 wrought iron fence
 - 1 Council has already rejected this option
 - 1 do not want drugs on the school grounds
 - 1 don't need a fence Loughheed Highway it is a natural barrier
 - 1 I want to live in a gated community
 - 1 improves the neighbourhood
 - 1 keeps the park "natural"
 - 1 Phase "B" is not transportation related and should be dropped
 - 1 protects against vandalism to school and neighbourhood
 - 1 secure the west end of the fence

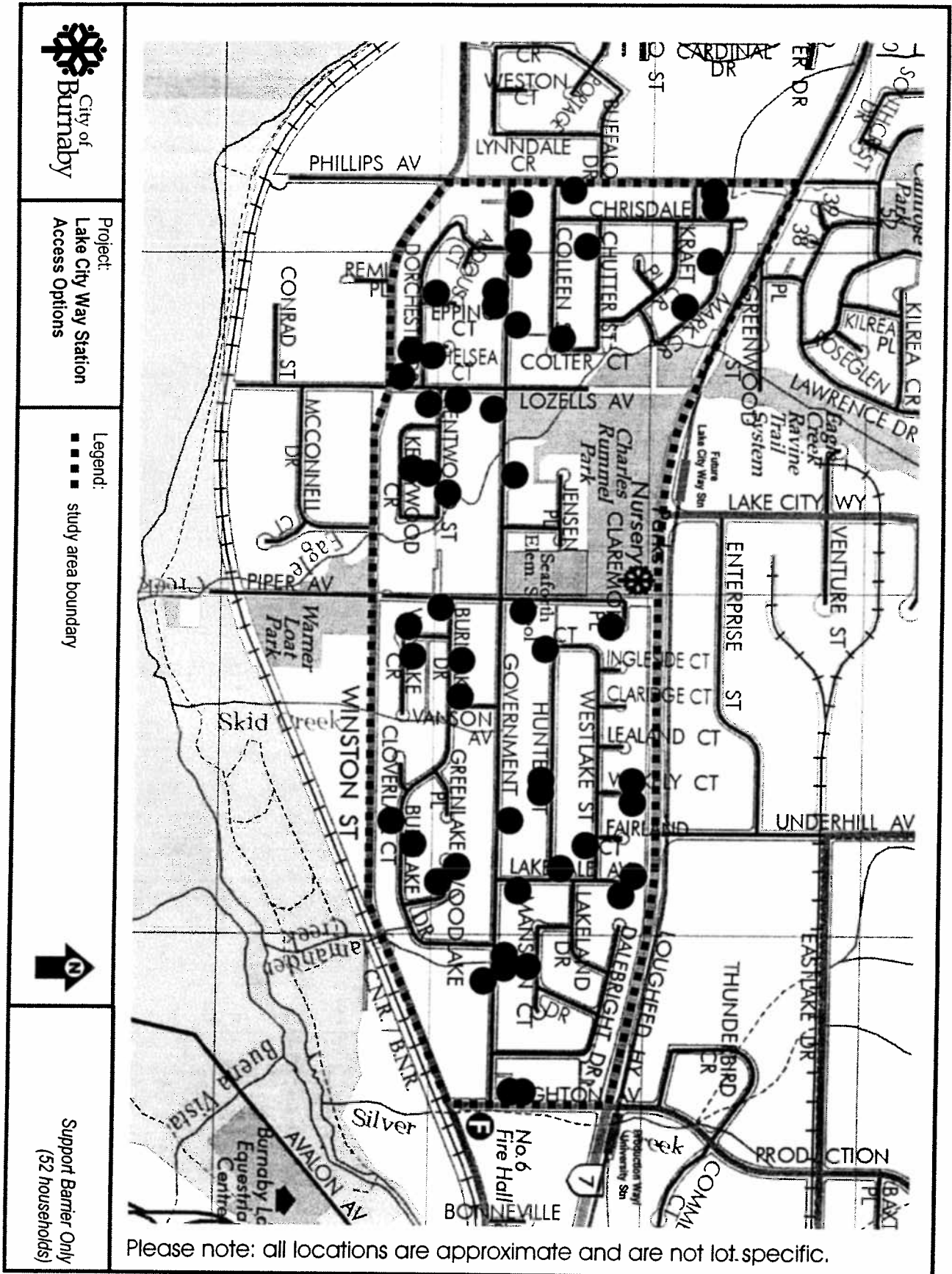
Oppose

- # Comment**
- 31 we want/need access to the Lake City Way Station
 - 10 too restrictive/gated community concept
 - 2 fence is not visible from (move to south edge of) Loughheed
 - 2 unrealistic approach to crime prevention (isolationist)
 - 1 clear and seed area between frontage road and Loughheed
 - 1 does not protect the neighbourhood
 - 1 eliminates emergency access via frontage road
 - 1 environmentally regressive (SkyTrain is an alternatives to car)
 - 1 fence impacts the homes on Piper
 - 1 fence will negatively impact property values
 - 1 new nursery driveway would compound traffic problem on Piper
 - 1 public vehicular access should remain open
 - 1 spending on restricting access is foolish
 - 1 will also block pedestrian access to the park from the east
 - 1 will not stop those who want to come in - just draws attention
 - 1 if a problem develops, deal with it

Figure 2

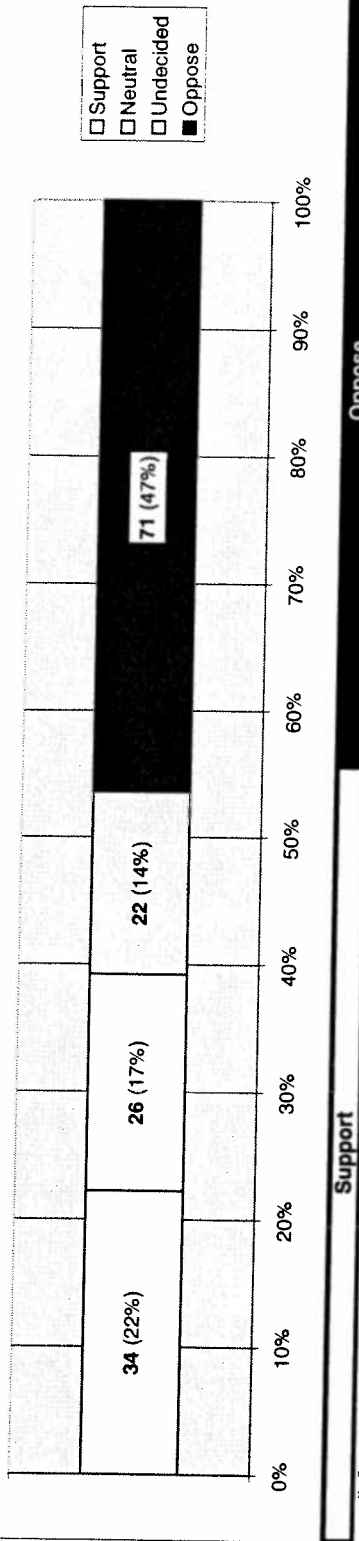
Response to Option 1 - "Continuous Barrier" (No Access)

Figure 3



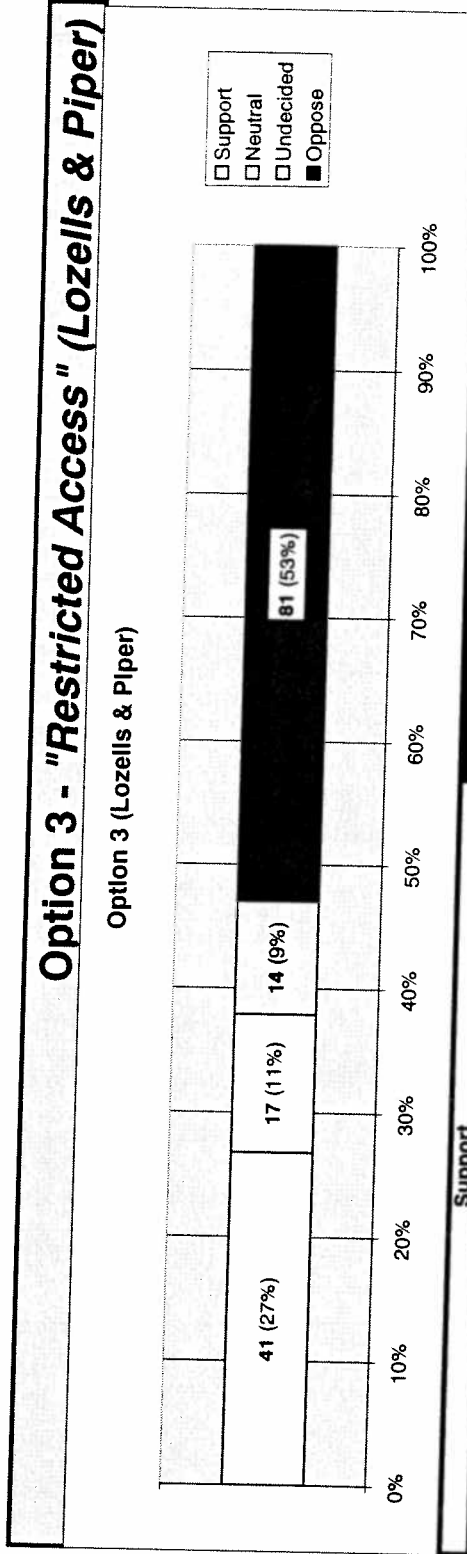
Option 2 - "Restricted Access" (Lozells only)

Option 2 (Lozells)



#	Comment	#	Comment
11	second choice/only viable alternative to Option 1	24	no access for the east half of the neighbourhood/too restrictive
2	ensures no traffic and parking problems	11	crime/danger/strangers entering neighbourhood
1	help to deter crime	8	community already has (bus) access to other SkyTrain stations
1	tree areas in park a big concern	8	provides pedestrian access to the neighbourhood
1	fence is not visible from (move to south edge of) Loughheed	6	school/playground accessible to "outsiders"
1	restrict parking	3	isolated walk (at night) along the Lozells pathway
1	increased access = more park users = increased safety	3	waste of money/unnecessary
1	concerned about access near the school	2	focuses all impacts on western half of the neighbourhood
1	acceptable, but prefer Option 3	2	public vehicular access should remain open
1	worry about pedestrians along Loughheed	1	commuter parking on Kraft and Chutter
1	makes it easier for children to reach retail outlets	1	concrete sidewalk not as natural and allows "quick get away"
1	if the station must be built	1	do not support additional street lights on Piper
1	consider overhead pedestrian walkway across Loughheed	1	eliminates emergency access via frontage road
1	level pedestrian crossing of Loughheed is not safe	1	environmentally regressive (alternatives to car)
1	congestion on Loughheed Highway may divert traffic to Gov'n Rd	1	fence is not visible from (move to south edge of) Loughheed
1	support only if well lit	1	I will not use the station
		1	lights invite night time loitering
		1	Loughheed pedestrian crossing dangerous
		1	need a day-time check point for Nursery access
		1	Phase "B" is not transportation related and should be dropped
		1	prefer Option 4
		1	provides access to the school
		1	prune all lower limbs of trees up to a height of 8'-10'
		1	unrealistic approach to crime prevention (isolationist)
		1	want continuous barrier

Response to Option 2 - "Restricted Access" (Lozells Only)

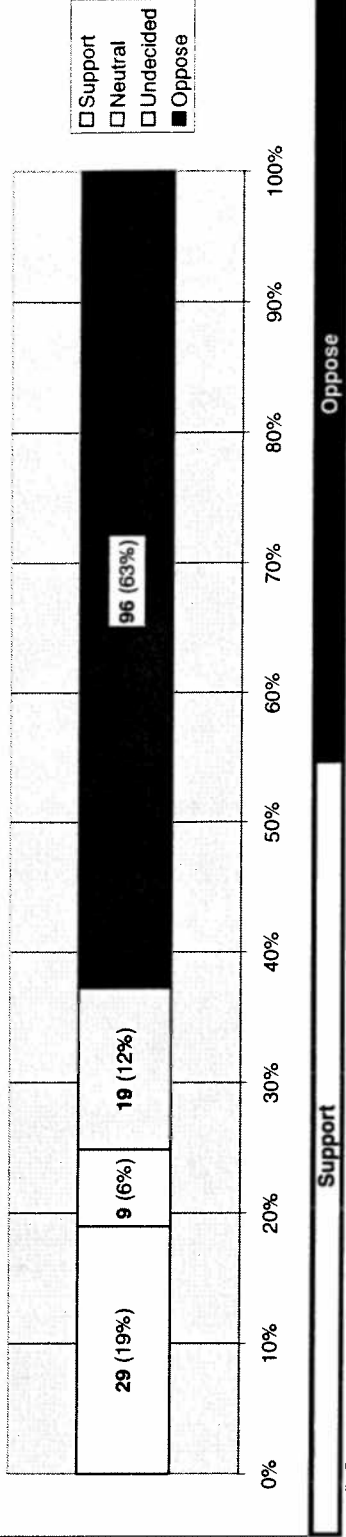


- | | |
|---|--|
| <p># Comment</p> <ul style="list-style-type: none"> 11 fence along Loughheed should be wrought iron/stronger 2 this is best option, compromise between access and safety 1 increase in pedestrian traffic could increase safety in the area 1 lighting increase safety 1 second best choice 1 third choice 1 this option provides access at Piper | <p># Comment</p> <ul style="list-style-type: none"> 36 school/playground accessible to "outsiders" 19 crime/danger/strangers entering neighbourhood 11 traffic is problem now on Piper (children)/passenger drop-off 10 community already has (bus) access to other SkyTrain stations 4 public vehicular access should remain open 4 school children crossing Loughheed Highway is a concern 4 why restrict access 3 commuter parking is a concern 2 8' fence a waste (of money) 2 chain link fence is not secure 2 prefer Option 4 1 do not support additional street lights on Piper 1 does not protect the neighbourhood 1 expands amount of park space - not needed 1 fence on NE corner of the school is only 4' 1 I will not use the station 1 isolated walk (at night) along the Lozells pathway 1 park should not be surrounded by a fence 1 perimeter fence around staff parking for Nursery a good idea 1 Phase "B" is not transportation related and should be dropped 1 place some limits on vehicle access (police access only) 1 restricted access = restricted safety 1 too far to walk to Lake City Way Station 1 want continuous barrier 1 will also block access to the park from the east 1 worse than option 2 1 worse than option 4 |
|---|--|

Response to Option 3 - "Restricted Access" (Lozells and Piper)

Option 4 - "Full Access" (Lozells, Park & Piper)

Option 4 (Lozells, Park & Piper)

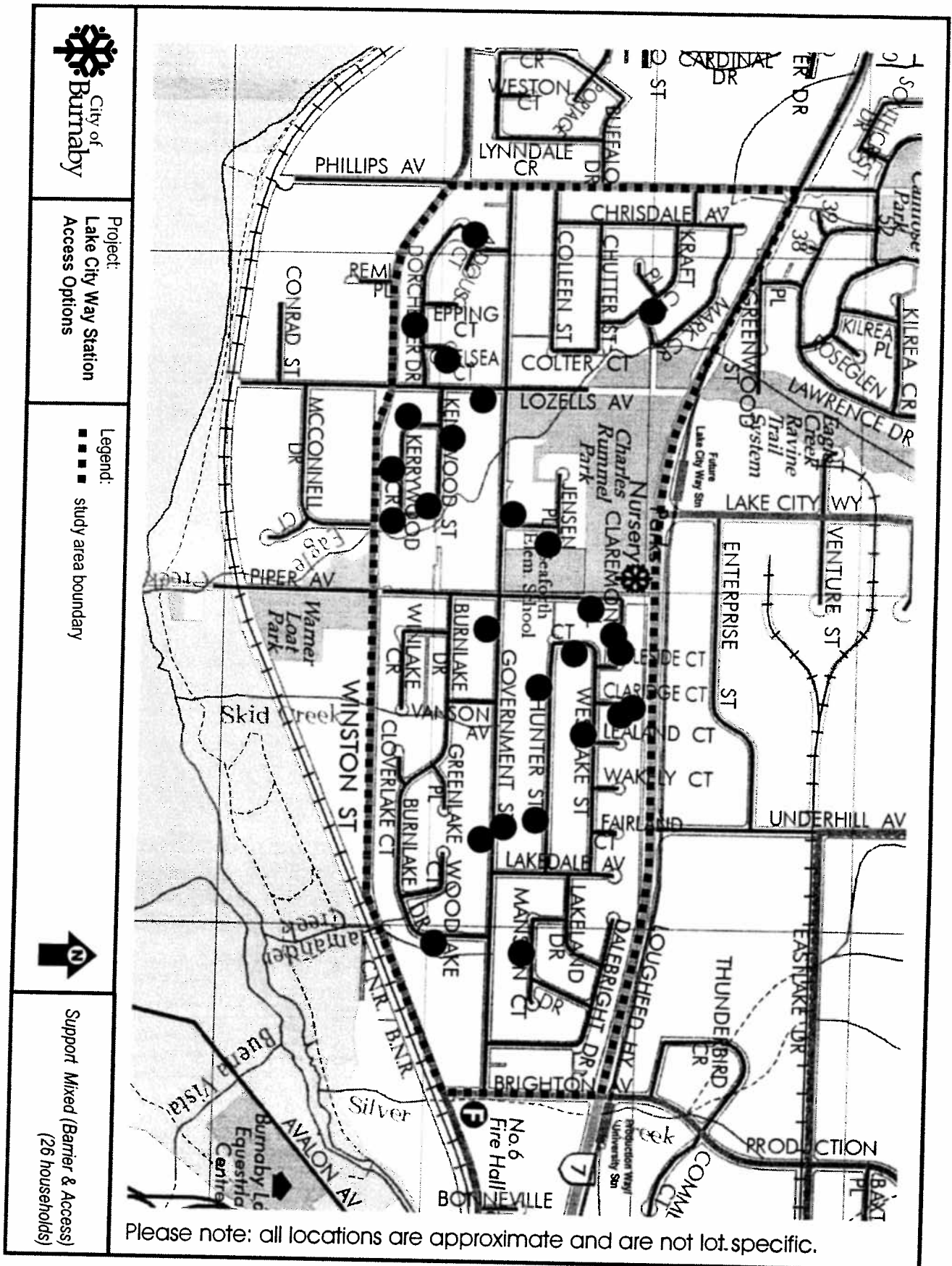


- | # Comment | # Comment |
|--|--|
| 2 best option (school fence, lighting, sidewalks) | 29 school/playground accessible to "outsiders" |
| 1 but eliminate public vehicular access on the frontage road | 21 crime/danger/strangers entering neighbourhood |
| 1 cleans up the park and makes it more visible | 13 traffic is problem now on Piper (children)/passenger drop-off |
| 1 school fence should be 8' | 13 too open/too much access |
| 1 Piper street lighting needs to be extended to Winston | 7 community already has (bus) access to other SkyTrain stations |
| 1 Piper sidewalks should be cement, not asphalt | 3 vehicular access should be restricted |
| 1 illuminated asphalt trail the best idea of all (safer) | 2 does not protect the neighbourhood |
| | 2 Loughheed crossing dangerous (consider overhead walkway) |
| | 2 parking is a concern |
| | 1 community has thrived with limited vehicle access |
| | 1 CPTED concepts for park are great, concerned about school |
| | 1 crazy |
| | 1 do not support additional street lights on Piper |
| | 1 do not want a walkway behind our house |
| | 1 expect an increase in vandalism |
| | 1 I will not use the station |
| | 1 illuminated park trail invites night time activity (crime) |
| | 1 lighting will not prevent crime |
| | 1 need a sidewalk on one side of Piper (minimum) |
| | 1 need to watch out for the school |
| | 1 permit pedestrian access along the frontage road |
| | 1 poor lighting in the area |
| | 1 too similar to Paterson SkyTrain Station |
| | 1 walkway in the centre of the park environmentally damaging |
| | 1 want continuous barrier |
| | 1 waste of money |
| | 1 we need a fence along Loughheed |

Figure 6

Response to Option 4 - "Full Access" (Lozells, Park and Piper)

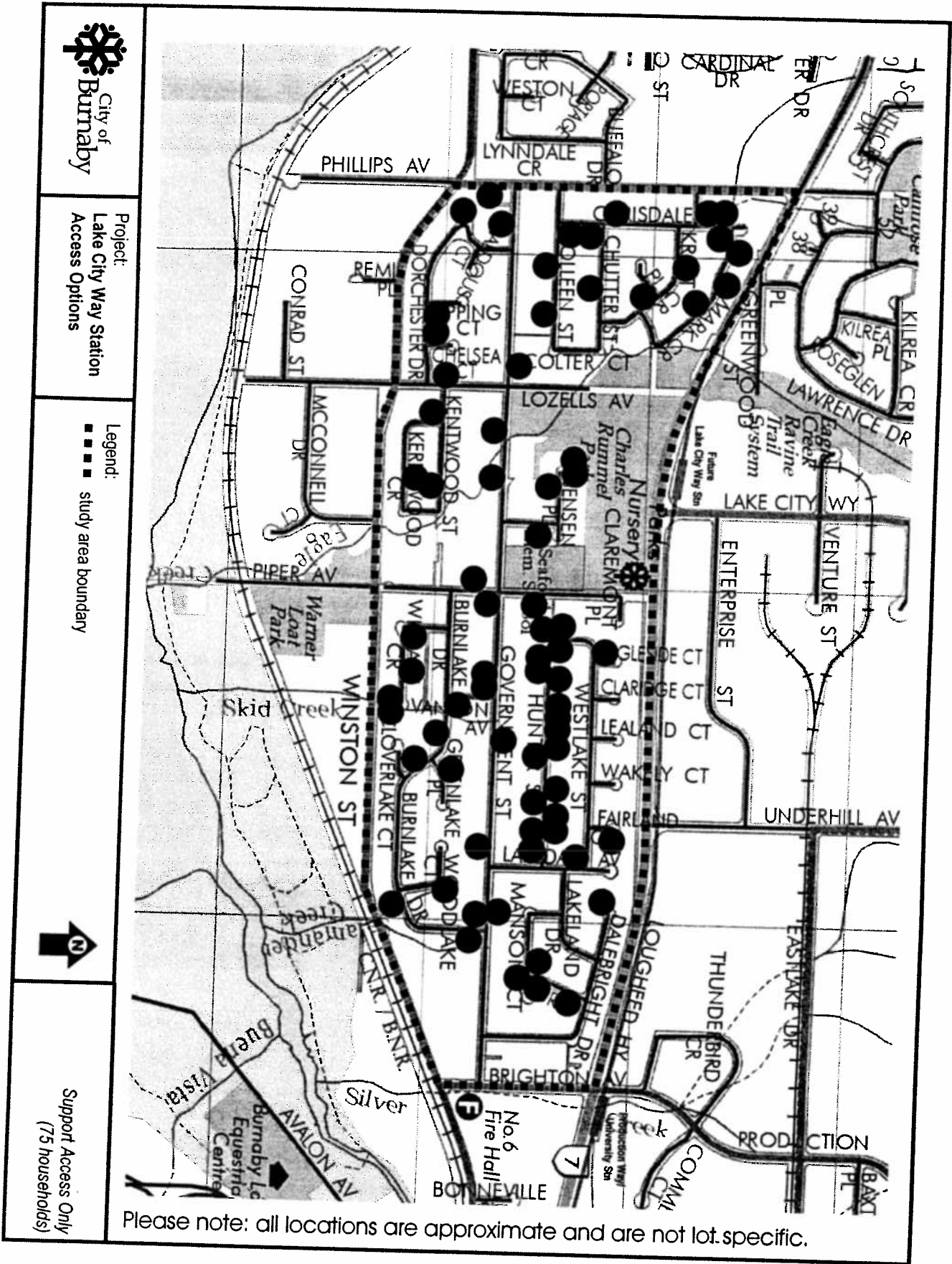
Figure 7



Comment

- 15 should not be a Lake City Way Station
- 5 anticipate a parking problem/introduce "resident only" parking or "no parking" zones
- 5 use wrought iron fence (in Option 3)
- 3 neighbourhood is not anti-transit, concerned about the school
- 2 decision should be based on the wishes of the majority
- 2 anticipate a crime problem
- 2 use common sense, do not adopt a "fortress mentality"
- 2 include turnstiles in SkyTrain Stations
- 2 why were the Working Group's ideas diluted/ignored
- 2 regardless of which option is chosen, Charles Rummel Park needs attention
- 2 Phase "B" should be supported in Option 2 as it is in Options 3 and 4
- 1 already subject to the noise and blight of Lougheed Highway
- 1 our concern is the Production Way Station, closer to our house
- 1 Council should respect and honour residents
- 1 service and public vehicle access should be removed from Piper
- 1 should be park and ride at other stations (Production Way)
- 1 restrict non-resident parking around edge of park after dark
- 1 CPTED is no guarantee of safety (deterrent at best)
- 1 have personnel at all stations
- 1 park will attract criminal behaviour
- 1 if Option 2 or Option 3 are chosen be prepared to address safety and security issues
- 1 community already has (bus) access to other SkyTrain stations
- 1 anticipate traffic increasing on Brighton with proposed bus changes
- 1 emergency access to the park will be a problem if vehicular access is restricted
- 1 eagle creek path would be safe and visible pedestrian route if lit
- 1 local bus service, oppose increase in frequency on Phillips and Government
- 1 please let us know when this issue will be before Council
- 1 traffic, anticipate an increase in the area
- 1 combine Option 2 and Option 4
- 1 station is for the business park, let them have access
- 1 isolated walk (at night) along the Lozells pathway
- 1 should also add a chain link fence along Eagle Creek
- 1 future problems will be on your conscience
- 1 Lake City Way/Lougheed pedestrian crossing needs to be improved
- 1 suggest wrought iron fence down the centre of Lougheed and street lights at Lake City Way/Lougheed be removed

Figure 9





Please complete and return the *questionnaire* on the last page



Lake City Way SkyTrain Station

ACCESS OPTIONS

In January 2001 Council approved the terms of reference and membership of the *Government Road Neighbourhood Working Group*. The *Working Group* was formed in response to safety and security concerns related to the Lake City Way SkyTrain Station raised at a public open house held in May 2000 at Seaforth Elementary School. At this open house the neighbourhood noted the special circumstances at this location given the proximity of the Lake City Way SkyTrain Station, Charles Rummel Park and Seaforth Elementary School.

The *Working Group* is comprised of nine area residents (five of whom are members of the Seaforth Parent Advisory Council) and is supported by staff from the Burnaby School District, the RCMP and several City of Burnaby departments.

Contained within the *Working Group's* terms of reference was the need to solicit broader community response to the mitigative options developed by the *Working Group*. Now that a number of detailed options have been developed, the City will be hosting a neighbourhood open house.

Neighbourhood Open House

Please attend our information session where you can learn more about the various mitigative options, talk with members of the *Working Group* and City staff before you return your questionnaire.

6-9 p.m.

Thursday, 17 January, 2002

Seaforth Elementary School Gymnasium

The purpose of this brochure is to:

- provide both **information** about the process and the different options being considered; and
- encourage you to **provide your opinion** about the different options, by filling in and returning the questionnaire pull-out.

There are four (4) different options presented, each provides a different approach.

This is **NOT A VOTE**. The City is using your response to determine which options have wide spread support within the neighbourhood. Your response will be reported back to Council as an important piece of information in their consideration of this issue. *It should also be noted that:*

- *Council has expressed reservations about a continuous barrier (Option 1)* and is reserving their opinion on the issue of neighbourhood access; and
- *The City of Burnaby Planning Department supports Option 3 and Option 4* as the only two options which provide safe and convenient pedestrian access to all areas of the neighbourhood.

The following offers language services

若需要有關這份小冊子的資料，請電 294-7115 與鄭小姐聯絡，或電 294-7147 與石錦華先生聯絡。

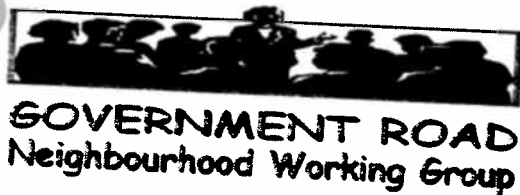
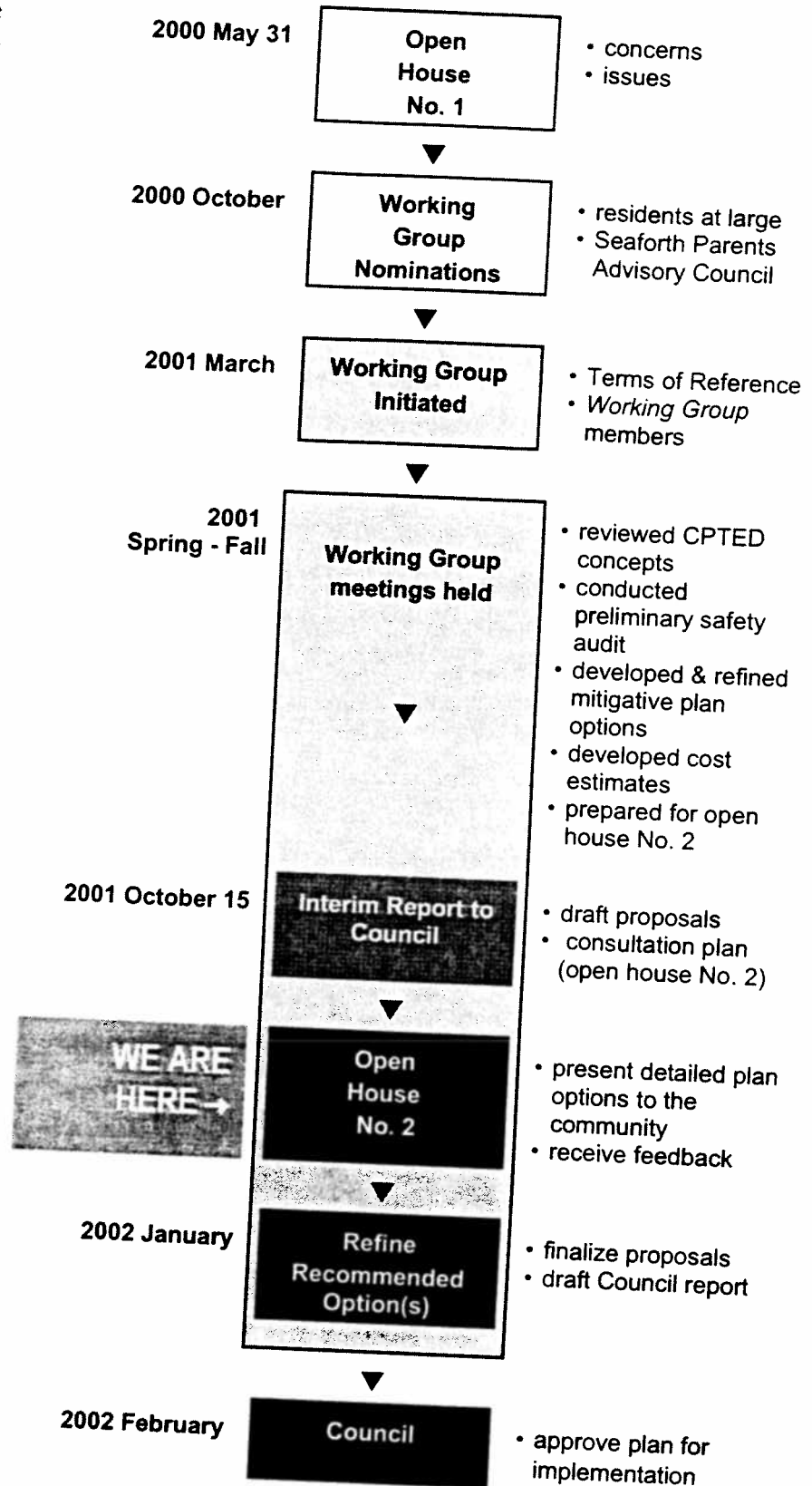
ਇਸ ਬਿਤਾਬਚੇ ਬਾਰੇ ਜੇ ਤੁਹਾਨੂੰ ਜਾਣਕਾਰੀ ਚਾਹੀਦੀ ਹੈ ਤਾਂ ਬੁਲਵੰਤ ਜੇਹਲ ਨੂੰ 294-7901 'ਤੇ ਫੋਨ ਕਰੋ।

Si vous désirez obtenir des renseignements au sujet de cette brochure, appelez Fiona Avakumovic au 294-7966.

Where are We in the Process?

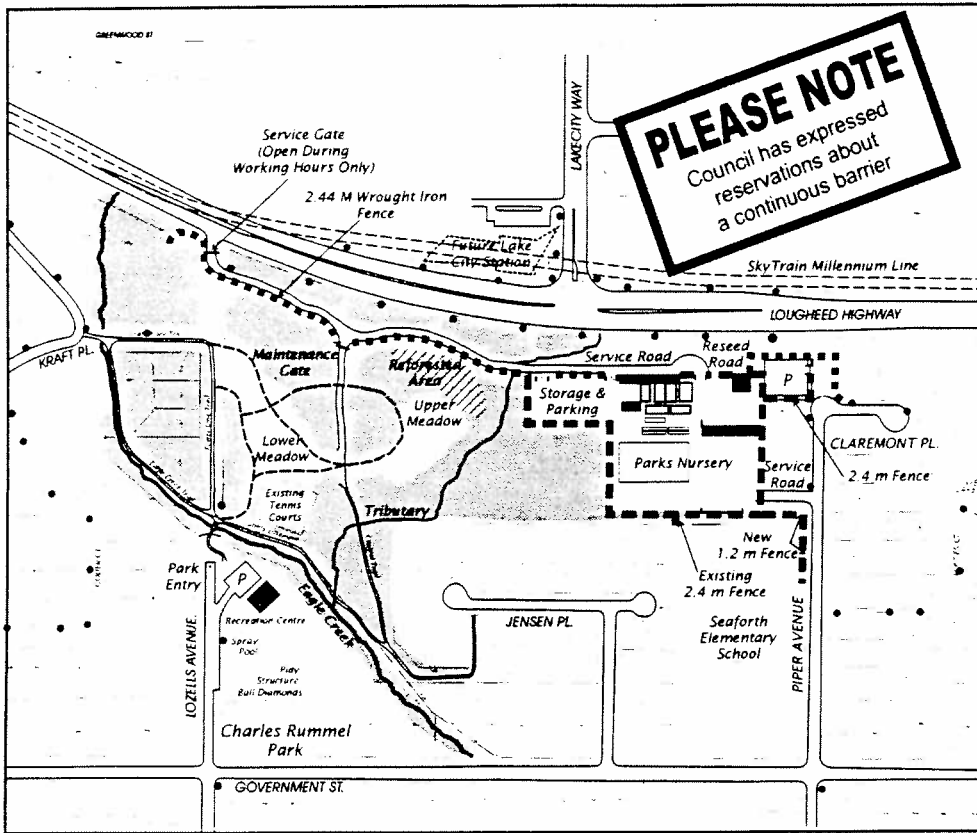
This diagram outlines where we are in the process. To date some nine (9) meetings have been held with the *Working Group*, during these discussions the following issues have been given consideration:

- *safety and security*;
- *access* between the Lake City SkyTrain station and Government Road neighbourhood;
- neighbourhood use and enjoyment of *Charles Rummel Park*;
- *maintenance* of any new items proposed;
- *cost* of the improvements; and
- operation of the *nursery*.



OPTION 1 (Phases 'A' & 'B')

"Continuous Barrier"



Mitigation Concept Plan
Option 1
Phases 'A' & 'B'

"Preventing Public Access to/from SkyTrain"

Continuous Barrier
With Additional Park Improvements

Principles

Public pedestrian and vehicular access to/from Lougheed Highway and Lake City Station is prevented by a continuous 2.44 metre (8 foot) wrought iron fence barrier. A 1.2 m (4 foot) chain link fence is proposed for the northeast corner of Seaforth Elementary School.

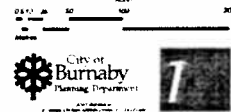
Consolidation of the nursery is necessitated by the barrier and is realized in part with perimeter chain link fencing. Storage of materials and equipment is removed from public park space and is consolidated in the nursery. The former storage area in the park is reforested.

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 internal limestone trail system.

Key

- 2.44 metre (8 foot) wrought iron fence
- 2.44 metre (8 foot) chain link perimeter fence
- 1.5 metre (5 foot) limestone trail
- existing limestone trails
- existing street light
- new street light



PRINCIPLES

- Public pedestrian and vehicular access to/from the Lake City Way Station (and Lougheed Highway) is prevented by a **continuous fence barrier**.
- 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 by introducing a new separate driveway to 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 reforested**.
- **Modest changes in Charles Rummel Park** to increase resident use and ownership of this space.

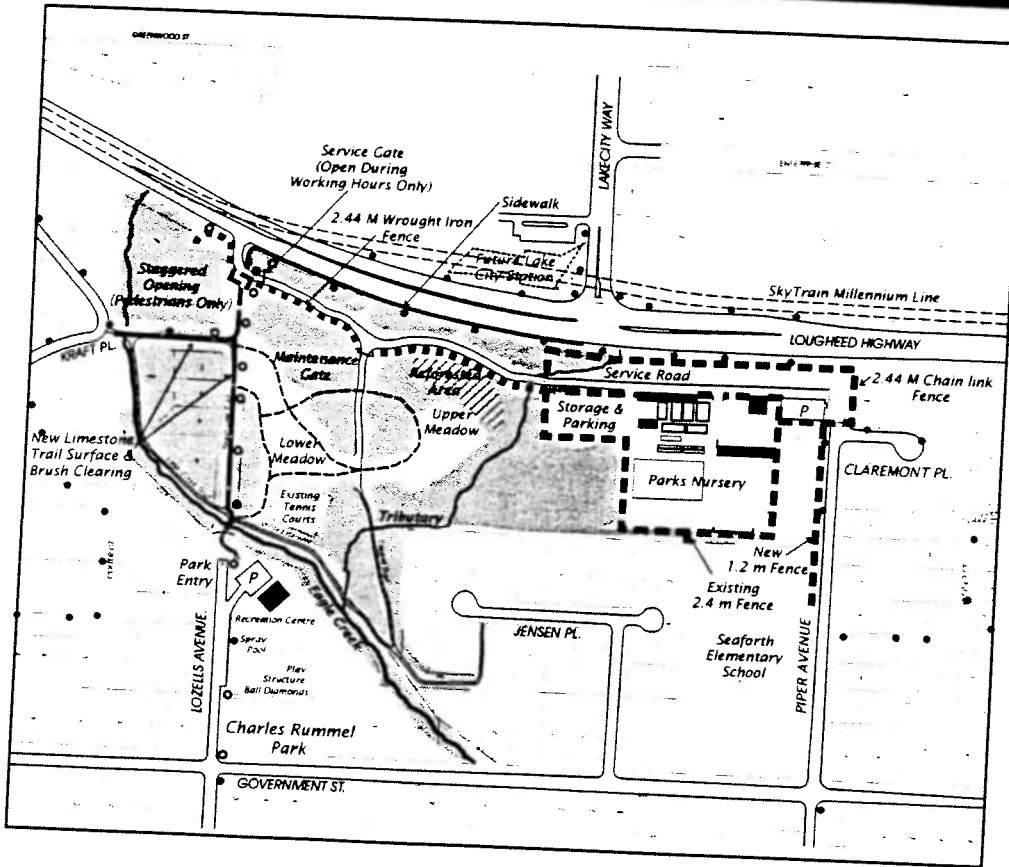
ELEMENTS

- | | |
|---|------------------|
| <u>Phase "A"</u> | \$266,000 |
| <ul style="list-style-type: none"> • New 2.4 m (8') wrought iron fence (510 m) • Remove existing wooden stairs at the north end of Piper • New service Road gate at Lougheed Highway • New nursery driveway to Piper • New 1.2 m (4') chain link fence on the northeast corner of Seaforth Elementary School (90 m) • Reclaim and reseed Service Road in front of Nursery • New storage area fence (chain link) • New east parking lot fence (chain link) • Reforest upper meadow (previously storage area) • New Charles Rummel park signs (3) | |
| <u>Phase "B"</u> | \$74,000 |
| <ul style="list-style-type: none"> • Grade and seed lower meadow • Grade and seed upper meadow • Selective thinning of under storey • New limestone meadow trails (1.5 m) | |

This results in Option 1 being a **complete physical separation** of the Government Road neighbourhood (including Charles Rummel Park) from the south edge of the Lougheed Highway and the Lake City SkyTrain Station to the north. Funding for Option 1 - Phase "B" would have to compete for capital funding against other Parks related capital funding priorities, but in this case the capital funds are under the direction of the *Burnaby Parks, Recreation and Culture Commission*.

OPTION 2 (Phases 'A' & 'B')

"Restricted Access (Lozells only)"



Mitigation Concept Plan

Option 2
Phases 'A' & 'B'

"Restricting Public Access to/from SkyTrain"

LOZELLS ONLY
With Additional Park Improvements

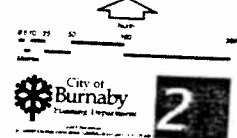
Principles

Public pedestrian access to/from Lougheed Highway and the Lake City Way SkyTrain Station is **RESTRICTED** to one location - Lozells - 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 internal limestone trail system.

Key

- 2.44 metre (8 foot) wrought iron fence
- 2.44 metre (8 foot) chain link perimeter fence
- 1.5 metre (5 foot) concrete sidewalk
- existing limestone trails
- existing street light
- new street light



PRINCIPLES

- Public **pedestrian access is limited and channelled** to one location where Crime Prevention Through Environmental Design (CPTED) principles were used to maximize personal safety.
- 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 reforested.

ELEMENTS

Phase "A"

\$277,000

- New 2.4 m (8') wrought iron fence with a staggered opening (pedestrians only) at Lozells (370 m)
- New sidewalk on the south side of Lougheed from Lozells to Lake City Way (350 m)
- New limestone trail surface and brush clearing on the Lozells trail and the Kraft trail
- Improved lighting on Lougheed, Lozells trail, Kraft trail, and Lozells 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
- Reforest upper meadow (previously storage area)
- New Charles Rummel park signs (4)

Phase "B"

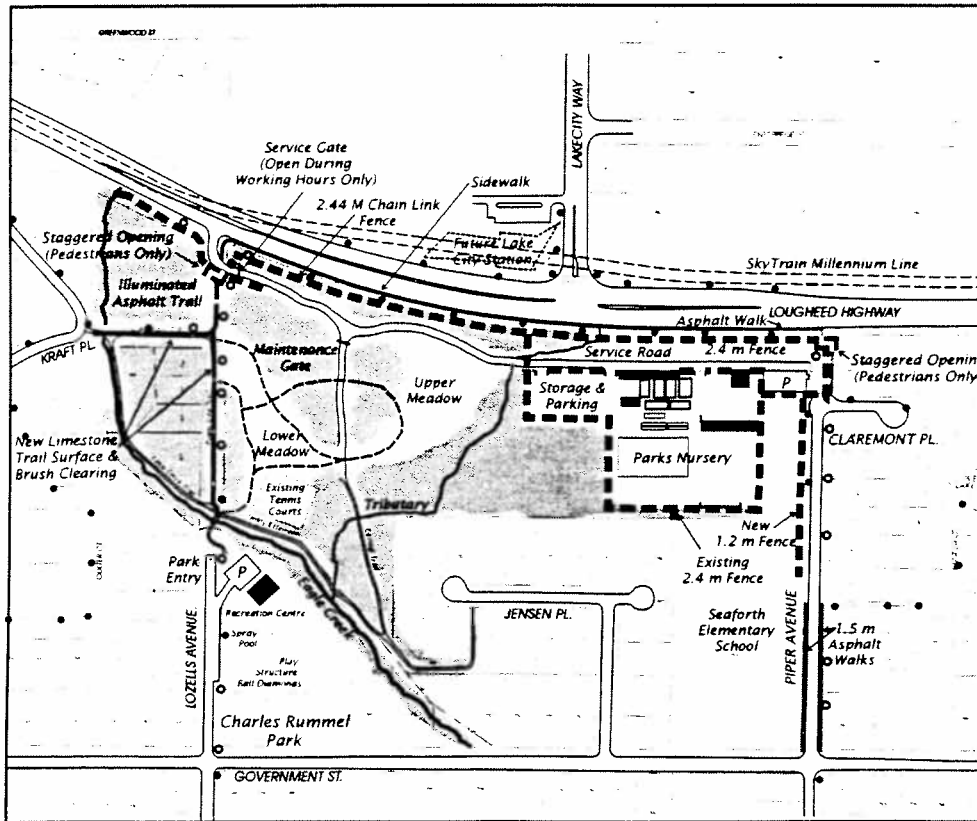
\$74,000

- Grade and seed lower meadow
- Grade and seed upper meadow
- Selective thinning of under storey
- New limestone meadow trails (1.5 m)

Option 2 eliminates vehicular access between the Station and the neighbourhood and **restricts pedestrian access to a single point** of entry the north end of Lozells. Option 2 - Phase "B", "Improvements to Charles Rummel Park" would be the same as those outlined in Option 1 - Phase "B" and would have to compete for capital funding against other Parks related capital funding priorities, but in this case the capital funds are under the direction of the Burnaby Parks, Recreation and Culture Commission.

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 Sky Train 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.

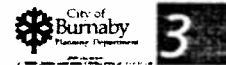
Storage of materials and equipment is removed from public park space and is consolidated in the nursery. The former storage area in the park is reforested.

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 internal limestone trail system.

KEY

- 2.44 metre (8 foot) wrought iron fence
- 2.44 metre (8 foot) chain link perimeter fence
- 1.5 metre (5 foot) concrete sidewalk
- EXISTING limestone trails
- EXISTING street light NEW street light



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.

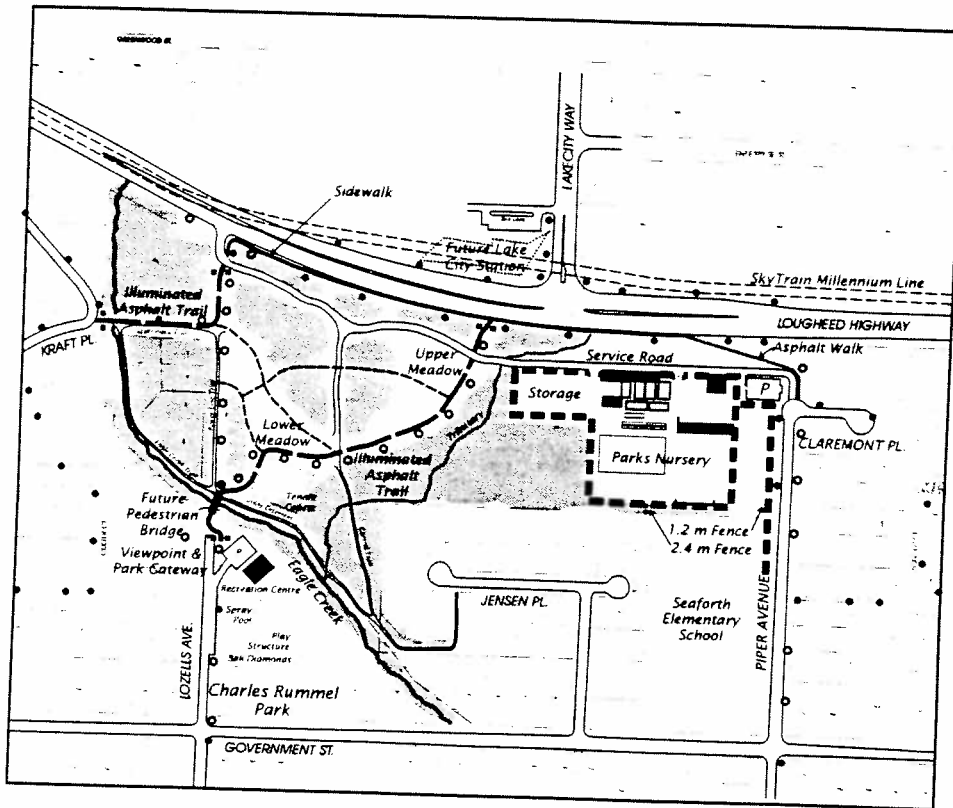
ELEMENTS

- 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.

OPTION 4

"Full Access"



Mitigation Concept Plan

Option 4

"Full Public Access to/from SkyTrain"

LOZELLS, PARK PATH & PIPER With Additional Park Improvements

Principles

Pedestrian access to/from Loughheed Highway and Lake City Station is provided by illuminated 3.0 metre (10 foot) asphalt walkways from Lozells Avenue and Kraft Place.

Access is also provided to Piper Avenue. A 1.2 m (4 foot) chain link fence is proposed for the northeast corner of Seaforth Elementary School.

Park development includes grading and seeding of the upper and lower meadows and an internal limestone trail system. Storage of bulk materials and equipment is removed from public park space and is consolidated in the nursery.

Through traffic between Piper Avenue and Loughheed Highway is maintained for service vehicles and nursery employee access during working hours, and continues to be maintained for the general public during non-working hours. Existing employee parking is retained.

Key

- 3.0 metre (10 foot) asphalt urban trail
- 1.5 metre (5 foot) concrete sidewalk
- EXISTING LIMESTONE TRAILS
- 2.44 metre (8 foot) chain link perimeter fence
- park gate feature
- existing street light
- new street light



PRINCIPLES

- **Pedestrian access** to/from the Lake City Way Station is provided by illuminated asphalt walkways from Kraft Place, Lozells Avenue and Piper Avenue.
- Specific **improvements within Charles Rummel Park** to increase residents use and ownership of this space.
- **Through traffic** between Piper Avenue and Loughheed Highway is maintained for service vehicles and nursery employees only during working hours and for the general public during non-working hours.
- Bulk materials and equipment are removed from the public park space and **storage is consolidated in the nursery.**

ELEMENTS

Phase A

\$266,000

- New walkway on the south side of Loughheed from Lozells to Piper (570 m)
- New 1.2 m (4') chain link fence on the northeast corner of Seaforth Elementary School (160 m)
- New asphalt trail (3.0 m) to Kraft
- New direct asphalt trail (3.0 m) to Lozells via centre of park
- New lighting on Loughheed, Kraft trail, Lozells trail, park trail, Lozells Ave and Piper Ave
- New limestone meadow trails (1.5 m)
- New Charles Rummel Park signs (5)
- Gateway features for Charles Rummel Park (4)
- Grade and seed lower meadow
- Grade and seed expanded upper meadow
- Selective thinning
- Storage area fence (chain link)

Option 4 - allows for **direct access from three different areas** (Kraft, Lozells and Piper) and uses Crime Prevention Through Environmental Design (CPTED) concepts to ensure that neighbourhood pedestrian access pathways to and from the Lake City Way SkyTrain station would maximize personal safety and security.



March 04/02

#7

MANAGER'S REPORT ITEM #4

**GOVERNMENT ROAD NEIGHBOURHOOD,
ACCESS TO/FROM LAKE CITY WAY STATION**

MOVE RECOMMENDATIONS

SECOND RECOMMENDATIONS

COUNCILLOR EVANS

This process was initiated by Council in the Spring of last year in response to neighbourhood issues related to the Lake City SkyTrain Station, Charles Rummel Park and Seaforth Elementary School. Over the past year, there have been 11 productive meetings with the Government Road Neighbourhood Working Group. This Working Group was comprised of myself as Chair, Councillor Der and 9 members of the community. With the assistance of the Working Group, the City developed four options that were the subject of an open house in January of this year. The Planning Department has reflected on the work of the Working Group and the input received from the broader neighbourhood. Based on this, it has advanced the recommendations before us this evening.

To assist Council, David Clutton from the Planning Department will deliver a brief presentation on the four options, the community input received and the recommendations included in the staff report.

PRESENTATION BY DAVID CLUTTON

COUNCILLOR EVANS

Your Worship, I wish to recognize the considerable time and energy that the citizens



members of the Working Group contributed to this process. They were forthright in presenting their perspectives and I believe contributed to a positive outcome of this process.

At the last meeting of the Working Group, many members believed that a greater community consensus could be reached if the fencing material in the section of the fence between Lozells and the Nursery could be wrought iron instead of chain link given their concern that the chain link material would be vulnerable to cutting and high maintenance. Staff have not addressed this concern in the report before us this evening given their adherence to the general budget allocation for these improvements that has previously been identified with Council. However, upon reflection of the concerns raised, I would like to introduce an amending motion that would allow for a reconsideration of the fencing material to be used along the Loughed Frontage between the Nursery and Lozells, a distance of about 310 metres.

With the intention that Council deal with the all the recommendations presented, I would move an amending motion to Recommendation #1 as follows:

“THAT Council amend the elements of Option 3 as outlined in Attachment A, Page 5 of the report by requesting the Finance and Economic ^{Development} Committee to review the possible use of wrought iron instead of chain link fencing from Lozells to the Nursery and that the Committee prepare a report to Council with its recommendation.”

