

CITY OF VANCOUVER



ADMINISTRATIVE REPORT

Date: May 5, 2005  
Author: Jim Hall  
Phone No.: 604-873-7130  
RTS No.: 5098  
CC File No.: 5767  
Meeting Date: May 26, 2005

TO: Standing Committee on Planning and Environment  
FROM: General Manager of Engineering Services  
SUBJECT: Central Valley Greenway - Traffic Calming Work Priorities

CONSIDERATION

- A. THAT Council defer one of the following work items in order to accommodate the public consultation and development of traffic calming measures to deal with diverted traffic from the closure of Grandview Highway North between Lakewood and MacLean Streets.
1. Blenheim Street redesignation and traffic calming "pilot" project for Neighbourhood Collectors
  2. Burrard Bridge cycling-pedestrian enhancements
  3. Carrall Street Greenway
  4. East Fraser Lands transportation study
  5. Grandview-Woodland (Napier) Traffic Calming Plan
  6. Granville Mall
  7. Metro core transportation study
  8. RAV traffic mitigation/management plan
  9. Transportation climate change initiatives

OR

- B. That the Central Valley Greenway be initially designed and constructed without a closure of Grandview Highway North at this time, and the request for this closure be added to the list of traffic calming requests to be revisited in the future.

## COMMENTS OF THE GENERAL MANAGER OF ENGINEERING SERVICES.

In accordance with Council's resolution of April 14<sup>th</sup>, this report identifies the projects currently being worked on by all of the staff that could potentially undertake a traffic calming study of the neighbourhoods affected by a closure of Grandview Highway North within the time frame for design and construction of the Central Valley Greenway. While this list does not represent the full work load of our transportation staff, it does include those projects currently underway which are of the scale of work that would need to be deferred to allow for the Central Valley Greenway traffic calming work.

Staff do not have a recommendation on which of these projects to defer, however we do not have the resources to deal with this project unless one of these others is deferred.

There are only two other options available. One option would be to close Grandview Highway North without implementing traffic calming to deal with the shortcutting that would result. This is not recommended. The other option would be to construct the Greenway without a road closure at this time, and to add a potential closure to our list of future work. This is not consistent with the Council direction of April 14<sup>th</sup>, but it is put for consideration given the impact of the other options.

## COUNCIL POLICY

In May 1997, Council approved the Vancouver Transportation Plan that emphasizes the need to mitigate the effects of traffic in local neighbourhood areas and to give priority to streets and neighbourhoods where traffic impacts are most serious.

In 1999, Council approved the process for traffic calming which identified that priorities for traffic calming plans should be based on objective criteria such as traffic speed, volumes, schools and other pedestrian generators. Priority will be given to streets and neighbourhoods where traffic impacts are the most serious.

## PURPOSE

On April 14, 2005, Council approved the following recommendation:

- E. THAT the Central Valley Greenway public process and design proceed on the basis that a traffic closure on Grandview Highway North between Clark Drive and Commercial Drive be included subject to a staff report back on what work items would be deferred to accommodate this work and that the community consultation include the Grandview-Woodland community, the Park Board, Engineering Services, the School Board and the Grandview/U'uqinak'uuh Elementary School.

The purpose of this report is to describe the current traffic calming workload and identify upcoming projects.

## **TRAFFIC CALMING WORKLOAD**

The Neighbourhood Transportation Branch is responsible for traffic calming projects. The Branch is also responsible for cycling initiatives and school traffic safety. A listing of projects is contained in Attachment "A". The two staff within Neighbourhood Transportation that would be capable of leading a public process to develop a neighbourhood traffic calming plan in consultation with residents are currently working on the following major projects:

- Burrard Bridge cycling/pedestrian enhancements
- Blenheim Street Neighbourhood Collector redesignation and associated traffic calming
- Grandview-Woodlands neighbourhood traffic calming plan (Napier Street)

A description of these projects is contained in Attachment "B".

There are also other staff within Engineering that have experience in developing a traffic calming plan and public consultation. Projects they are working on include:

- Carrall Street Greenway-Bikeway
- East Fraser Lands Transportation study
- Granville Mall
- Metro Core Transportation Study
- RAV traffic mitigation/management plan
- Transportation Climate Change initiatives

A description of these projects is contained in Attachment "B".

As per Council's April 14, 2005 recommendation, these are the projects that staff are working on that Council requested be listed for possible deferral. Recommendation "A" is presented for consideration if Council wants to defer a project in order to work on the Grandview Highway North closure.

## **UPCOMING PROJECTS**

Council policy is that the priorities for traffic calming plans should be based on objective criteria such as traffic speed, volumes, schools and other pedestrian generators. Priority is given to streets and neighbourhoods where traffic impacts are the most serious. When a resident contacts staff about a traffic issue, staff conduct field investigations and rank the street. Currently, residents have requested traffic calming on over 1,000 streets throughout the City. Attachment "C" lists the top 20 streets requesting traffic calming.

## **BUDGET IMPACTS**

To provide a cost estimate for a traffic calming plan to deal with the closure of Grandview Highway North between Woodland and McLean Drives is difficult. The cost depends on obtaining residents' consensus and depends on the degree of diversionary measures they are willing to accept. However, a cost comparison can be made with some other recent plans:

Neighbourhood	Square blocks area	Cost
Collingwood Village	34	\$250,000
Grandview Woodlands (Pender)	20	\$225,000
Marpole West	47	\$200,000
Fairview Heights	27	\$130,000

The traffic calming plan related to the closure of Grandview Highway North between Woodland and McLean Drives could involve a 31 square block area between 1<sup>st</sup>, Grandview Highway North, McLean, and Commercial, and also the neighbourhood bounded by Clark, Grandview Cut and Broadway. The cost could be between \$200,000 and \$300,000. There are insufficient funds in the 2005 traffic calming budget for this project. Funds would have to be allocated from the 2006 capital budget, or allocated from other work.

### COMMUNITY SUPPORT

At the April 14, 2005 Council meeting, Council was advised that the closure of Grandview Highway North had broad community support including support of the Grandview/ʔuqinak'uu Elementry School staff and Parents Advisory Committee, the Vancouver School Board and the Parks Board.

Staff has contacted Vancouver School Board staff who advise that the issue of closing Grandview Highway North was discussed at the May 3, 2005 meeting of Committee II - Planning and Facilities (Attachment "D"). At this meeting the Grandview/ʔuquiak'uu Parent Advisory Council raised safety and security issues about the proposed Park and have asked that a decision not be made until the parents and neighbours of Grandview have an opportunity to consult more fully.

Staff attended a May 5, 2005 meeting of the Millennium Peace Park Committee. At this meeting Grandview/ʔuquiak'uu staff and Principal expressed safety concerns related to the proposed park and road closure (Attachment "E").

Given this level of concern with the park proposal and street closure, Council may wish to not pursue the closure of Grandview Highway North at this time, but rather, revisit the issue of the street closure in the future. This is presented for Council's consideration as Option "B", and would result in staff continuing with the design of traffic calming on Grandview Highway North to support the construction of the Central Valley Greenway.

\* \* \* \* \*

NEIGHBOURHOOD TRANSPORTATION PROJECTS

<b>Staff</b>	<b>Project Type</b>	<b>Project Name</b>
Dave Kim	Bike Route	Windsor Bikeway
Dave Kim	Bike Route	Windsor Bikeway - permanent
Dave Kim	Bike Route	Kent Avenue Bikeway
Dave Kim	Bike Route	10th Avenue Bikeway
Dave Kim	Bike Route	10th Avenue Bikeway - permanent
Dave Kim	Bike Route	Gladstone Bikeway
Dave Kim	Bike Route	Pt. Grey Road - access to Park
Dave Kim	Bike Route	Inverness Bikeway - permanent
Dave Kim	Bike Route	Bike/Walk Map
Dave Kim	Bike Route	Website updates
Dave Kim	Bike Route	4th Avenue Bike lanes
Dave Kim	Bike Route	June Bike Month
Dave Kim	Bike Route	Bike route maintenance
Dave Kim	Bike Route	Seaside Bikeway review
David Rawsthorne	Bike Route	29th/Eddington/Nanton/28th/33rd
David Rawsthorne	Bike Route	Burrard Bridge
David Rawsthorne	Traffic Calming	Blenheim - Neighbourhood Collector
David Rawsthorne	Traffic Calming	Lamey's Mill Road - permanent
David Rawsthorne	Traffic Calming	Speed Hump Program
David Rawsthorne	Bike Route	Valley Drive / Trafalgar
David Rawsthorne	Bike Route	Capital Plan
David Rawsthorne	Bike Route	Balaclava/Carnarvon
David Rawsthorne	Traffic Calming	Neighbourhood Collector redesignations
David Rawsthorne	Traffic Calming	Vancouver Community College - King Ed
David Rawsthorne	Traffic Calming	London Drugs - Broadway/Vine
David Rawsthorne	Traffic Calming	Ridgeway Greenway
Jim Hall	Administration	Mentoring Program
Jim Hall	School Traffic	TAC - School/Playground signage standards
Jim Hall	Traffic Calming	1000 traffic calming requests
Jim Hall	Traffic Calming	Traffic calming work program priorities
Jim Hall	Traffic Calming	Coal Harbour
Jim Hall	Traffic Calming	RAV
Jim Hall	Traffic Calming	Grandview-Woodlands (Napier)
Jim Hall	Traffic Calming	CVG - GHN closure
Jim Hall	Traffic Calming	National Works Yard - permanent
Jim Hall	Traffic Calming	Infrastructure Management System
Jim Hall	Traffic Calming	40 km/hr on non-arterial streets
Jim Hall	Bike Route	Cyclists signs - Point Grey Road
Jim Hall	Bike Route	Cyclist detours around construction
Jim Hall	Bike Route	RAV
Jim Hall	Traffic Calming	West End local streets
Jim Hall	Traffic Calming	8th Avenue cul-de-sac, permanent
Jim Hall	Bike Route	GN Way ped-cycling path

Standing Committee on Planning and Environment  
*Central Valley Greenway - Traffic Calming Work Priorities*

Jim Hall	Traffic Calming	NE Kits follow-up
Jim Hall	Traffic Calming	Traffic calming plans/establish priorities
Jim Hall	Traffic Calming	Kingsway/Knight densification
Jim Hall	Traffic Calming	Marpole Transit Centre
Jim Hall	Traffic Calming	Langara College Redevelopment
Jim Hall	Traffic Calming	Kerrisdale West
Jim Hall	Bike Route	TransLink cost-sharing proposals
Jim Hall	Bike Route	CIPP cost-sharing proposals
		Canada Infrastructure cost-sharing proposals
Jim Hall	Bike Route	proposals
Martin Thomson	Bike Route	Bicycle Hotline
Martin Thomson	Traffic Calming	GIS - traffic calming infrastructure
Martin Thomson	Traffic Calming	Radar checks - Traffic calming database
Peter Stary	School Traffic	Bulges on school walking routes
Peter Stary	School Traffic	School Traffic Working Group
Peter Stary	Bike Route	TransLink Bicycle Working Group
Peter Stary	Traffic Calming	Police-Engineering meeting
Peter Stary	Bike Route	Central Valley Greenway
Peter Stary	Bike Route	SE False Creek cycling
Peter Stary	Bike Route	NE False Creek cycling
Peter Stary	Bike Route	Convention Centre cycling
Peter Stary	Bike Route	RAV cycling
Peter Stary	Bike Route	Carrall Street Greenway
Peter Stary	Bike Route	TransLink cycling marketing survey
Sara McKittrick	Traffic Calming	Fairview Heights Traffic Calming
Sara McKittrick	Traffic Calming	Fairview Heights - Permanent
Sara McKittrick	Traffic Calming	Marpole West - Permanent
Sara McKittrick	Bike Route	Chilco Bikeway
Sara McKittrick	Bike Route	Cardero Bikeway
Sara McKittrick	Bike Route	West End Bike Friendly streets
Sylvia Kirk	Traffic Calming	Traffic circle requests
Sylvia Kirk	Traffic Calming	Grandview-Woodlands - Napier
Sylvia Kirk	Stop signs	Stop sign infill
Sylvia Kirk	Stop signs	Maintain stop sign database
Sylvia Kirk	Stop signs	Webpage updates
Sylvia Kirk	School Traffic	School bus drop-off - signing and pads
Sylvia Kirk	Traffic Calming	St. Georges School
Sylvia Kirk	Stop signs	Specific requests
Sylvia Kirk	School Traffic	School Traffic Working Group
Sylvia Kirk	School Traffic	New Christian School
Vince Paccani	Traffic Calming	Grandview-Woodlands - Pender
Vince Paccani	Traffic Calming	Pender/Vernon - Prostitutes - permanent
Vince Paccani	Traffic Calming	1st/Fir - close slip-lane
Vince Paccani	Traffic Calming	Ross/54th - diverter in lane
Vince Paccani	Traffic Calming	7th/Fraser - chain in lane
Vince Paccani	Traffic Calming	Chestnut/Cornwall bulge & sidewalk
Vince Paccani	Traffic Calming	Mole Hill lane
Vince Paccani	Traffic Calming	Waterloo Street closure-McBride Park
Vince Paccani	Traffic Calming	L/S Pacific @ Burrard
Vince Paccani	Traffic Calming	Gilford/Georgia diverter violations

## DESCRIPTION OF MAJOR PROJECTS

### Blenheim Street Neighbourhood Collector redesignation and associated traffic calming

Several years' consultation with various stakeholders with differing views (i.e. cyclists, and Fire and Emergency Services). Plan finally agreed to and now setting up Public Information Meeting with broader neighbourhood to seek approval of plan. Funding requested in 2006-2008 capital plan.

### Burrard Bridge cycling/pedestrian enhancements

Various options for improvements evaluated and presented to the public and various stakeholders (e.g. Bicycle Advisory Committee, Vancouver Heritage Commission, Urban Design Panel, Special Advisory Committee on Disability Issues, Heritage Vancouver, Better Environmentally Sound Transportation (BEST), Putting Pedestrians First, Society Promoting Environmental Conservation (SPEC), Vancouver Area Cycling Coalition (VACC), West End Residents Association, nearby neighbours, Police, Fire & Rescue Services). A short list of options has been generated. These options will be presented to Council in June for a decision and then detailed design. Funding in-place.

### Grandview-Woodlands neighbourhood traffic calming plan (Napier Street)

Several years' consultation with neighbourhood on a traffic calming plan has failed to reach enough neighbourhood support to achieve 60% Council Policy approval rate. Staff and Neighbourhood Traffic Group are working on a revised plan, with fewer diversionary traffic calming measures in order to garner increased neighbourhood support. A trial neighbourhood traffic calming plan could be implemented this year; however a permanent plan must await funding approval in the next 2006-2008 capital plan

### Carrall Street Greenway-Bikeway

In April 2005 Council approved the objectives and concept design for the Carrall Street Greenway-bikeway connecting the Burrard Inlet and False Creek Seaside Greenways. Detailed design being developed in consultation with the community. Implementation strategy including funding being developed.

### East Fraser Lands Transportation Study

Official Development Plan (ODP) for East Fraserlands will include a Transportation Study that will evaluate, amongst other things, the suitability of the proposed network for serving the new community while inhibiting shortcutting, will assess traffic impacts on the adjacent neighborhoods to the west and north arising from the development and will recommend appropriate mitigation measures.

### **Granville Mall**

In December 2002, Council approved the Terms of Reference for the preparation of an urban design and streetscape concept for Granville Street. The purpose of the redesign is to rejuvenate the street while maintaining and enhancing the pedestrian and transit environment. Various concepts have been presented to the public and stakeholders, many with diverse opinions. A final shortlist has been prepared for final public consultation and a report to Council is scheduled for June. This will be followed by detailed design and coordination with downtown RAV construction. A funding submission is included in the 2006-2008 capital plan.

### **Metro Core Transportation Study**

In January 2005, Council approved the Metropolitan Core Jobs and Economy Land Use Plan: Terms of Reference and Funding. Over two years, an Engineering-Planning Team will review land use and transportation policies for Metropolitan Core - south to 16<sup>th</sup> Avenue and east to Clark Drive. Transportation, in particular, along with land use, is an important aspect that affects the level of economic activity and employment that can be accommodated. The consultation process will encompass the full range of interested parties: business owners and employees in the economic sectors, landowners, real estate development interests, residents, and academics. The Co-Directors of Planning note that this study will be critical in ensuring the ongoing economic health and vibrancy of the Metropolitan Core, which is key to the City's goals for jobs, transit, and a sound financial footing, and is an important component of the city and regional economy.

### **RAV traffic mitigation/management plan**

Review the RAV construction schedule, consult with neighbourhoods along the route and develop a traffic management plan to deal with potential increased traffic on adjoining neighbourhood streets. Neighbourhood meetings started.

### **Transportation Climate Change Initiatives**

Additional actions arising from the Community Climate Change Action Plan and Cool Vancouver Task Force to meet Kyoto targets. A target of a 10% reduction in passenger vehicle emissions by 2012 through increased use of transportation alternatives has been set. Currently identifying staffing needs for a central organizing body and a resourcing strategy that takes advantage of existing funding sources as well as identifying new approaches to funding innovative initiatives.



**TOP 20 TRAFFIC CALMING REQUESTS**

Street Segment	85 <sup>th</sup> % Speed	Speed Limit	Daily Volume
3500 Vanness Avenue	61 km/hr	30 km/hr	6300
3300 East 45 <sup>th</sup> Avenue	50 km/hr	50 km/hr	6707
5200 Taunton Street	48 km/hr	30 km/hr	400
6100 Maple Street	46 km/hr	30 km/hr	900
4000 Sidney Street	46 km/hr	30 km/hr	800
1200 Chestnut Street	42 km/hr	30 km/hr	2100
400 East 8 <sup>th</sup> Avenue	44 km/hr	30 km/hr	1200
4600 St. Catherines Street	45 km/hr	30 km/hr	500
2400 East 34 <sup>th</sup> Avenue	48 km/hr	50 km/hr	5800
6500 Commercial Street	42 km/hr	30 km/hr	3700
2100 West 37 <sup>th</sup> Avenue	58 km/hr	50 km/hr	4839
3600 Nootka Street	43 km/hr	30 km/hr	2700
7500 Ross Street	45 km/hr	30 km/hr	1700
4200 Dumfries Street	47 km/hr	30 km/hr	700
2300 East 37 <sup>th</sup> Avenue	46 km/hr	30 km/hr	900
800 West 26 <sup>th</sup> Avenue	46 km/hr	30 km/hr	900
200 East 32 <sup>nd</sup> Avenue	46 km/hr	30 km/hr	800
3300 Camosun Street	46 km/hr	30 km/hr	600
6600 Prince Edward Street	45 km/hr	30 km/hr	900
600 East Pender Street	44 km/hr	30 km/hr	900



Date: 2005 May 03

ITEM 4

To: Committee II - Planning and Facilities

From: Les King, P.Eng. - Director of Facilities  
Henry Ahking, Manager - Planning and Facilities

**Article I. Re: Millennium Peace Park Proposal / Central Valley Greenway**

**1.0 Introduction**

Proponents for the creation of a Millennium Peace Park recently made a proposal to the City of Vancouver requesting road closure of a portion of Grandview Highway North between Clark Drive and Commercial Drive in order to create a new park in the Grandview-Woodlands neighbourhood (See Attachment #1).

The park proponents held an information meeting at Grandview/ʔuqinak'uu Elementry School on 2005 April 7<sup>th</sup> to advise the community about the park proposal. Approximately 30 people attended the meeting and it appeared that the majority of attendees were generally supportive of the proposal, in principle.

**2.0 Background**

The Central Valley Greenway is classified as one of the City of Vancouver's fourteen citywide greenways and also forms a component of the Greater Vancouver Regional District's Regional Greenways Plan connecting Vancouver with Burnaby and New Westminster. In 2003, in conjunction with the Millennium Skytrain project, a portion of the Central Valley Greenway was constructed parallel to the Skytrain corridor between Commercial Drive and Slocan Street. Civic and Federal Government funding for the design and construction of an additional section of the Central Valley Greenway west of Commercial Drive has already been allocated.

Following the information meeting at Grandview Elementary, the Principal consulted with parents and staff at the school and submitted a letter to the City regarding the proposed road closure and creation of a new park adjacent to Grandview Elementary (See Attachment #2).

Although the school community is supportive of creating more green space for local residents, the school community identified the following issues of concern about the proposed road closure.

- Supervision of students on school grounds is difficult and could be exacerbated by the

creation of a new park adjacent to the school;

- Undesirable activities, such as parties and the illegal consumption of drugs and alcohol are an on-going issue for the school. The creation of a park may encourage and attract more individuals to participate in illicit activities in close vicinity to the school; and
- The safety of students walking to and from school may be compromised by the closure of Grandview Highway North because there will be fewer “eyes-on-the-street”, especially in the winter time when daylight hours are reduced.

### 3.0 City Planning Process

The City of Vancouver Engineer Department presented a report to City of Vancouver Council (City Council) on 2005 April 12 that discussed the traffic implications associated with the community-initiated road closure and park proposal. Engineering staff raised concerns about the proposed road closure:

- Impacts on vehicular traffic patterns associated with the proposed road closure and the potential to divert traffic onto residential roads in the local neighbourhood such as 4<sup>th</sup>, 5<sup>th</sup> and 6<sup>th</sup> Avenues; and
- Impacts on vehicular traffic volume and potential congestion along the Broadway transportation corridor associated with the proposed road closure.

On 2005 April 12, City Council considered the Engineering report and submissions received from the community at large, including the letter submitted by Grandview Elementary. At this time, City Council passed motions to authorize funding for the design and construction of the Central Valley Greenway, including this motion:

*“That the Central Valley Greenway public process and design proceed on the basis that a traffic closure on Grandview Highway North between Clark Drive and Commercial Drive be included subject to a staff report back on what work items would be deferred to accommodate this work and that the community consultation include the Grandview-Woodland community, the Park Board, Engineering Services, the School Board and the Grandview/ʔuqinak’uuh Elementary School.”*

### 4.0 Next Steps

The City Engineering Department advised that a follow-up report will be presented to City Council in early May that will outline planning implications associated with the Central Valley Greenway project design. The report should outline a project schedule and identify opportunities for community input on the greenway design.

Planning & Facilities requested that the City Engineering Department keep VSB staff fully apprised of the project design and consultation process. Staff will work with the school principal and provide input to the City during the design phase of the Central Valley Greenway in order to mitigate potential student security, safety and traffic concerns identified with the proposal.

This report is provided for information.

Item 2

**Grandview/?Uuqinak'uuh  
Parent Advisory Council**



**Submission to the Trustees regarding the proposed Millennium Peace Park**

Thank you for allowing us to speak to you this evening.

We feel it's important that you know that parents have mixed feelings about the proposed Millennium Peace

Park.

Some parents have expressed serious concerns about safety issues, and we'd like to highlight some of those concerns.

Incidents involving homeless or transients.

- Currently our long house is being used by people who, at night come to consume alcohol and drugs, and behave in an unsavory manner.

- During the summer, when school was not in session, there were people living on the school grounds, and making use of our gardens.

- Two other parks in the neighbourhood are not being used by the community but have become campgrounds for transients and illegal activity.

The issue of community safety has never been clearly addressed. Our community was promised money when the new skytrain went in to help lessen the impact it would have on our lives. Money that was supposed to go to community policing never appeared.

Supervision during the school day is also a concern. Already supervising the children during breaks is challenging, given the layout of the grounds. Creating a larger space could lead to difficulties for staff and children. Is there adequate Parks Board supervision of parks during the summer? We don't know.

It's well known that the Grandview Woodland area has a deficit in green space. Some parents feel that the added green space would be a very good thing, if we could get a tennis court or similar to draw in the community in a healthy manner. But we can't guarantee it. Until some of the safety issues we currently have to deal with are addressed by the city (and or province) it would be hasty to proceed.

More consultation with the community is needed. At the meeting I attended, there were only three or four parents, not enough for a fair representation. We need to discuss it further, and respectfully ask that the board not make a decision until the parents and neighbours of Grandview have an opportunity to consult more fully.

Respectfully, Julianne Doctor &  
Norma Appleby Grandview PAC executive May 3,  
2005

## **ATTACHMENT "E"**

### **2055 Grandview/?Uuqinak'uuh Elementary School**

Woodland Avenue, Vancouver, B. C. V5N 3N9  
Tel 713-4663 Fax 713-4665

Thursday 2005 May 07

To the Millennium Peace Park Committee :

I am writing on behalf of the Grandview/?Uuqinak'uuh Elementary School community regarding the proposal to close Grandview Highway North and create a park adjacent to our school.

Although everyone is very much in favor of having more green space in this area, I am very concerned about safety issues. Our school grounds are already very extensive, and visibility is difficult enough during the day. The situation at night is even worse, as a number of individuals regularly use our First Nations Longhouse as a party/crack house. Every morning members of our school staff have to sweep up broken glass, needles, drug paraphernalia, condoms, etc. as a result of evening activities.

We also have to regularly deal with homeless people sleeping in a number of areas on the school grounds. An added park adjacent to our school grounds will probably attract more people and we will have even more issues to deal with each morning.

Our school grounds are already scary enough at night, as vandals break the lights each time we try to have them installed in the Longhouse. If Grandview Highway is closed, we will have an even more dangerous situation. Cars going by at least provide other pairs of eyes and light from their headlights, offering some additional visibility to residents.

Since many of our parents do not have cars, they and their children have to walk to school. We would be really concerned about their safety when walking home along this area after dark, especially during the winter months, if car traffic is eliminated. Our students have indicated to us that they would feel very unsafe walking home past the park at 6:00 pm after our athletic programs are over. Our parents have indicated that they would feel very unsafe walking past an unsupervised park after evening PAC meetings or other school functions.

Millennium Peace Park....

(2)

Each spring, we also have to deal with recruiters into the sex and drug trade who come to the school to try to lure away some of our grade 7 First Nations girls. At the present time, I am able to issue a "No Trespass" order on the intruders and keep them away from our students. If a park is established beside the school, the principal will have no control over the situation, and our vulnerable students will be more easily enticed to leave the school grounds and engage in dangerous activities. Eastside parks are notorious for the sex and drug trade activities that take place not only at night, but also during the day.

A final issue is that there are already two parks close to the school that have not been well maintained by the city Parks Board. If there is money to be spent, it could be used to upgrade these parks and upgrade the existing bike route. Another suggestion is to replace our school's gravel playing fields with a grassy soccer field that the community would be able to use as well.

At a recent staff meeting, our school staff voted unanimously to reject the Millennium Peace Park proposal because of the above-stated safety issues. The overwhelming consensus is that the park would not only endanger our students and their families but would also put more strain on school personnel who are already working long hours under very stressful conditions due to the inner city nature of the school. Every year for the past eight years, there have been cutbacks and disruptions due to staff layoffs. Last year alone, despite being one of the neediest schools in Vancouver, Grandview/ʔuquinak'uuh lost the Vice Principal position, a Supervision Aide position and the Family Advancement Worker position.

In conclusion, the school's position is that a park should not be created adjacent to Grandview/ʔuquinak'uuh Elementary School. We will be happy to discuss this matter in greater detail and to provide further information.

Sincerely,

Caroline Krause  
Principal

Grandview/?Uuqinak'uuh Elementary School  
Woodland Avenue, Vancouver, B. C. V5N 3N9  
Tel 713-4663 Fax 713-4665

Thursday 2005 May 07

To the Millennium Peace Park Committee :

We are writing regarding the proposal to close Grandview Highway North and create a park adjacent to Grandview/?Uuqinak'uuh Elementary School. Although everyone is very much in favor of having more green space in this area, we are very concerned about the safety of our students and their families.

At a recent staff meeting, our school staff voted unanimously to reject the Millennium Peace Park proposal because of safety issues. The overwhelming consensus is that the park would not only endanger our students and their families but would also put more strain on school personnel who are already working long hours under very stressful conditions due to the inner city nature of the school.

Every year for the past eight years, there have been cutbacks and disruptions due to staff layoffs. Last year alone, despite being one of the neediest schools in Vancouver, Grandview/?Uuqinak'uuh lost the Vice Principal position, a Supervision Aide position, and the Family Advancement Worker position. These three individuals were an important part of the school Supervision and Safety Team.

We are therefore asking that a park not be created adjacent to Grandview/?Uuqinak'uuh Elementary School and that Grandview Highway North not be closed to automobile traffic.

Thank you for your attention to this matter.

The Grandview/?Uuqinak'uuh Elementary School Staff.