

INTER-OFFICE MEMORANDUM

TO: CHAIR AND MEMBERS
PLANNING AND DEVELOPMENT
COMMITTEE

DATE: 2017 JANUARY 24

FROM: CITY CLERK

FILE: 02410-20

SUBJECT: **WILLINGDON LINEAR PARK DESIGN AND PUBLIC CONSULTATION RESULTS**
(ITEM NO. 6(1), MANAGER'S REPORTS, COUNCIL 2017 JANUARY 23)

Burnaby City Council, at the Open Council meeting held on 2017 January 23, received the above noted report and adopted the following recommendations contained therein:

1. **THAT** Council approve the Willingdon Linear Park design as outlined in this report.
2. **THAT** the expenditure of \$6,450,000 from the parks component of the 2017-2021 Provisional Plan through the use of Community Benefit funds be approved.
3. **THAT** Council authorize staff to bring down a bylaw to appropriate \$6,751,400 (inclusive of GST) from Capital Reserves to finance this project.
4. **THAT** a copy of this report be sent to the Planning and Development Committee, the Transportation Committee, the Finance Management Committee and the Parks, Recreation and Culture Commission.
5. **THAT** a copy of this report be sent to Mr. Darcy Olson, Mr Peter Stary and to HUB-Burnaby as a follow up to their delegations at the 2016 November 07 and November 21 Council Meetings.

A copy of the report is *enclosed* for your information.



Dennis Back
City Clerk

DB:lc



Item.....
Meeting 2017 Jan 23

COUNCIL REPORT

TO: CITY MANAGER **DATE:** 2017 Jan 17

FROM: DIRECTOR PARKS, RECREATION & CULTURAL SERVICES **FILE:** 62500-01

SUBJECT: WILLINGDON LINEAR PARK DESIGN AND PUBLIC CONSULTATION RESULTS

PURPOSE: To update Council on the Willingdon Linear Park design and the feedback received at the public open house and to request funding for the construction of the linear park.

RECOMMENDATIONS:

1. **THAT** Council approve the Willingdon Linear Park design as outlined in this report.
2. **THAT** the expenditure of \$6,450,000 from the parks component of the 2017-2021 Provisional Plan through the use of Community Benefit funds be approved.
3. **THAT** Council authorize staff to bring down a bylaw to appropriate \$6,751,400 (inclusive of GST) from Capital Reserves to finance this project.
4. **THAT** a copy of this report be sent to the Planning and Development Committee, the Transportation Committee, the Finance Management Committee and the Parks, Recreation and Culture Commission.
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REPORT

INTRODUCTION

The Willingdon Linear Park refers to the 13 block corridor located north of Brentlawn Drive through to Hastings Street. The vision for the project is to introduce a safe, accessible, attractive and vibrant multi-use trail for pedestrians, cyclists and public transit users within a linear park setting.

The linear park component of the project includes a universally accessible paved multi-use pathway separated from the road, multiple road and laneway crossings over the 13 blocks, site furnishings, lighting, shade trees, rest stops and bus stop zones. The park will be made unique and distinct with a landscape character that will include public artworks. In addition to the linear park project, infrastructure upgrades will be undertaken by Engineering and a separate funding report for those works will be brought to Council.

BACKGROUND

The concept of a linear park along the Willingdon corridor was identified in the Community Benefit Bonus Policy Priority Amenity Program list for Brentwood Town Centre and approved by Council on 2014 October 15. The report identified Willingdon Linear Park as one of several initiatives city wide to provide benefit to the City residents as noted below:

New Linear Public Space along Willingdon Avenue

Highly related to the new recreation facility in Brentwood is a proposal for a major linear park along Willingdon Avenue that would connect the recreation and other civic facilities in the Heights to the new facility in the Brentwood Town Centre. It would also serve to provide residents with access to the amenities and services available in the Hastings Street area and the amenities and services to come in the future in Brentwood. Similar to the new recreation facility in Brentwood, this iconic linear park, the first of its kind in the region, is considered to be a high priority item for the use of community benefit funds in the Northwest Quadrant.

The park would also serve the Brentwood and Heights single and two-family areas in addition to it being a strong north-south pedestrian and cycling link. The land for the park is fully available, and is intended to consist of the various properties acquired over time by the City for road and utility purposes.

The major components of the park would likely include pedestrian and cycle facilities set within a lush green landscape and nodes for pause, rest and small gatherings, as well as public art installations, special street furniture (benches, street lights, pedestrian lights, banners, wayfinding, etc.). In addition to its park function, it would also serve to bring cohesion and a strong identity to the area as an important place making tool.

A second report referring to the intended program of the park space was brought to the Finance Management Committee from both the Director Engineering and the Director Parks Recreation and Cultural Services which requested funds to proceed with design work on the infrastructure works and the linear park. The two projects, Engineering roadwork and the linear park development, were amalgamated into one larger project to realize cost efficiencies with the overall project being managed by Engineering. The amalgamated project was defined as follows:

The Willingdon Linear Park will provide a link between the Brentwood Town Centre and the Heights neighborhood and community amenities. At a high-level, the project will include an urban trail, landscaping, street furniture, pedestrian lighting, and public art, along with infrastructure upgrades including water main replacement, road and sidewalk rehabilitation, three new pedestrian signals, and a new left turn bay at Willingdon Avenue and Parker Street.

Further internal reviews with Council defined the boundaries for the linear park within the existing lands owned by the City to the east of the existing curb on the east side of Willingdon Avenue. With the project area and scope defined, Engineering and Parks staff proceeded with the detailed design work which produced a draft of the linear park and multi-use trail layout that was shared with the public at an open house held on 2016 September 14 (Attachment #1).

PUBLIC CONSULTATION OPEN HOUSE

Notice of the Public Open House was posted on the City Website, in the 2016 September 09 edition of the BurnabyNow newspaper, and in the Project's August 2016 Newsletter which was delivered to residences located within 4 blocks plus or minus to either side of Willingdon Avenue via Canada Post unaddressed admail service.

A total of 97 people, representing 67 households attended the Public Open House. The majority of people who attended the open house live within a few blocks to either side of Willingdon Avenue, as illustrated on the attendance distribution map (Attachment #2). Those in attendance were able to view image boards of the road and linear park layout and its components and City staff were on hand to answer their questions.

Parks, Recreation and Cultural Services staff took the opportunity presented by the Public Open House to ask those in attendance to complete a written questionnaire to assist staff to refine the detailed design for the linear park component of the project. In total, 73 completed questionnaires were returned. The responses to the questions are summarized in the attached tables along with the respondents' verbatim comments and suggestions (Attachment #3).

Staff learned that although many of the respondents do drive to the facilities, shops and services at the Hastings Street and Lougheed Highway hubs, they also walk to these destinations and they say that the linear park will make their walk to these destination hubs easier and a more pleasant experience.

In addition the site features and amenities of most importance to the respondents along the path were; lighting, shade trees, shelter and seating at transit stops, rest areas with seating, and areas with shade and shelter.

The plan responds to these elements by providing a curved path system that is aligned to protect 32 of the 38 existing trees, provide both privacy from the residents and a safe buffer zone from the road, provide a single multiuse trail to allow space for tree planting and as much green space on either side as possible in constrained conditions. The path alignment also crosses 12 streets and 11 laneways causing the traffic to move at a slower pace. The path curves at each road intersection to create safe crossing conditions.

The passive recreation amenities that respondents felt were most important to them were quiet spaces for relaxing and for reading, interactive art, and community social areas. The active recreation amenities that respondents felt were most important were open lawn areas for informal play, a children's natural play feature, and a children's playground.

The plan responds to the recreation components in the two pocket parks. The majority of the space is open lawn area with seating and shade planting around the edges for passive and informal play. There will be a focal recreational art piece that will invite interaction and visual interest in each pocket park. The central focal feature and the edge screening of the pocket parks are being developed through an integrated art program.

In all, 79% of the respondents supported the Willingdon Linear Park proposal indicating that they liked the accessible multi-use pathway, increased greenspace, the introduction of more trees, and the safety improvements for walkers and cyclists currently using the east sidewalk of Willingdon Avenue.

PUBLIC FEEDBACK

Following the Public Open House staff were contacted by members of the cycling community expressing disappointment with the process and project proposal, especially with respect to the cycling infrastructure. Staff were also made aware of a HUB Burnaby on-line petition asking the City of Burnaby to build a separated cycle path or cycle tracks. Subsequently, Council received three delegations advocating a separated path for commuter cycling at the 2016 November 09 and 21 meetings.

The provision of commuter cycling infrastructure was not a program element identified in the vision for the project. In keeping with the vision and direction outline in this report the target was to provide service for multiuse trail. The curvilinear nature of the trail and the multiple road and lane crossings naturally slow traffic speed making a multiuse trail an appropriate design for the intended park space. Providing one trail through the park allows greater opportunity to provide green space and tree cover along the corridor to provide a balance of hard space and green space within the linear park.

SUMMARY

The Willingdon Linear Park will provide public benefits in the form of a vastly improved public realm on the east side of Willingdon Avenue. In addition, new pedestrian signals at Union, William, and Kitchener will make the linear park accessible from both sides of Willingdon and improve access to bus stops. The southern edge of Brentwood Town Center, where Willingdon will see the implementation of the town center public realm standard adopted by Council on 2015 January 19, will provide excellent connections for active transportation throughout the town center. The project will also connect to the Frances-Union Bikeway at Frances Street.

The multi-use pathway in this project has been planned to:

- protect and maintain 32 of the 38 existing trees;
- provide separation of pathway users from traffic on Willingdon Avenue;
- provide separation and privacy for residents backing onto the linear park;
- provide a recreational transportation corridor for walkers, recreational cyclists and mobility challenged people;
- provide safe accessible crossings for 12 streets and 11 laneways;
- provide a unique character by adding art, recreation and rest features along the way and in the 2 pocket parks.

NEXT STEPS

Following approval of Council to fund the park development the next step will be a finalization of construction documents and plans. It is anticipated that construction documents would be issued for tender through the B.C. bid process in 2017. It is anticipated the Engineering construction works including the linear park infrastructure would begin in spring in 2017. The overall project will include integrated artwork in the initial construction phase with additional artworks added to the site over time.

The park component of the project has been awarded a \$500,000 Canada 150 Grant to assist in the construction. The estimated cost for the linear park component of the project is \$6,751,400 inclusive of taxes and the \$500,000 grant monies.

To: City Manager
From: Director Parks, Recreation & Cultural Services
Re: Willingdon Linear Park Design and Public
Consultation Results
2017 Jan 23..... Page 6

RECOMMENDATION

It is recommended that Council approve the expenditure of \$6,751,400 from the Parks Component of the 2017 – 2021 Provisional Plan, through the use of Community Benefit funds, for the Willingdon linear park construction, and that Parks, Recreation and Culture Commission be so informed.



Dave Ellenwood
DIRECTOR PARKS, RECREATION & CULTURAL SERVICES

HE:tc:km

Attachments (3)

Willingdon Linear Park Design and Public Consultation Results (2017.01.23)

Copied to: Director Finance
Director Planning & Building

1 - WELCOME

Thank you for coming to Willingdon Greenway Public Open House!

The City of Burnaby is planning a new Greenway along Willingdon Avenue between the Brentwood Mall Redevelopment and Hastings Street. The Greenway will extend south to Lougheed Highway as part of the Brentwood Mall Redevelopment project and from Hastings Street north to Penzance Drive as a future phase of the Willingdon Greenway project.

As part of the planning process, the City would like to consult with you, show you the Greenway concept plan and hear your thoughts and ideas about the project.

Please review the display boards, and share your comments and ideas.

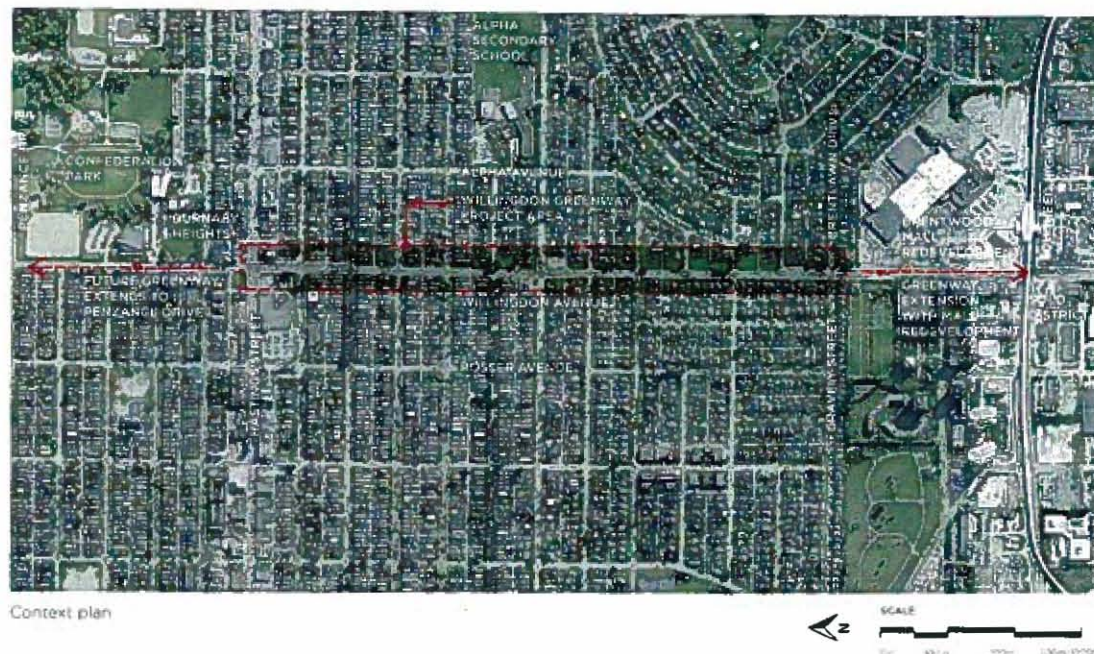
We will use your input to develop the final Greenway plan.

GOALS FOR TODAY:

1. Introduce the Willingdon Greenway project
2. Outline design goals for the project
3. Review the proposed Greenway plan

Questions?

Please speak to staff from the City of Burnaby and ISL Engineering and Land Services (the project designer/s). Please fill out the comment form, either tonight, or obtain it online at: burnaby.ca



2 - CONTEXT AND HISTORY

Context

The Willingdon Greenway is to run along the east side of Willingdon Avenue, Burnaby, between Lougheed Highway and Hastings Street. Most of the proposed Greenway abuts single family residential properties with commercial properties at Hastings and the Brentwood Mall Redevelopment. Willingdon Avenue is part of the city's Major Road Network and one of two major North and South Burnaby connectors (from Hastings to Kingsway).

History

Willingdon Avenue was developed as early as 1907 and was first used for lumber transport to Burrard Inlet. By the 1940's, it began to serve as a north-south roadway connector in the developing city. In the 1950's and 1960's residential neighbourhoods began to emerge along Willingdon. These neighbourhoods were often bedroom communities for the City of Vancouver. In 1961, Brentwood Town Centre Mall opened and became a major destination for area residents. Traffic volumes along the roadway gradually increased as the City of Burnaby spread and densified. In the years leading up to 2010, expanding the roadway from four to six lanes was considered. This plan was eventually rejected by Council and replaced with the idea of a greenway along the east side road right-of-way. This initiative led to the Willingdon Greenway project.

Existing Condition

Today Willingdon Avenue is a busy arterial roadway but offers few facilities for other uses.

1. Limited pedestrian amenities (narrow sidewalk, few benches, limited summer shade) on the street.
2. No bike facilities on the street.
3. Limited public transit facilities.
4. Streetscape lacks distinct features and character.



Greenway connections and destinations



Willingdon Avenue 1970c



Willingdon Avenue today: Looking north



Willingdon Avenue today: Looking south

3 - PROJECT VISION AND GOALS

PROJECT VISION

The project vision is to introduce a new linear urban greenway along Willingdon Avenue that is a safe, accessible, comfortable, attractive and vibrant public open space for pedestrians, cyclists and public transit users.



Multi-use path



Site furnishings



Gathering spaces



Rest areas

PROJECT GOALS

1. Introduce a multi-use pathway
2. Provide safe pedestrian and cyclist road and laneway crossings
3. Provide universally accessible pathways, rest areas and pocket parks
4. Introduce site furnishings, lighting, shade trees and other features to enhance user comfort
5. Enhance street character and distinction



Intersection crossings



Lighting



Urban forest



Public art

Character Images

4 - DESIGN CONSIDERATIONS

THE REDESIGN OF WILLINGDON GREENWAY WILL ADDRESS THE FOLLOWING ISSUES:

CONNECTIVITY

- Introduce a 4.0m wide, 1.2 km long, off street multi-use pathway along the Greenway
- Provide pedestrian, cyclist and public transit user facilities to foster alternative neighbourhood transportation
- Provide a pedestrian and cyclist connection between Brentwood Mall Redevelopment/ Solo District, Burnaby Heights and Confederation Park
- Connect the Greenway to neighbourhood bike networks

UNIVERSAL ACCESSIBILITY

- Provide wheelchair, stroller and mobility scooter access on the Greenway pathway, at rest areas, and in pocket parks
- Introduce universally accessible site furnishings
- Introduce high visibility intersection pavement markings and Greenway signage

PUBLIC SAFETY

- Maintain sightlines along the Greenway pathway particularly at road and laneway intersections
- Improve roadway and laneway intersection paving treatments
- Introduce signalized pedestrian crossings at Brentlawn, Kitchener, William, Union, Parker and Frances Streets
- Introduce pedestrian level lighting
- Introduce road medians at Parker Street and Brentlawn Drive to prevent left vehicle turns across north-bound traffic

USER EXPERIENCE

- Introduce rest areas along the Greenway
- Introduce pocket parks with special features
- Introduce a landscape buffer between Willingdon Avenue and the Greenway path
- Introduce shade trees along the pathway
- Introduce pedestrian level pathway lighting
- Introduce Public Art and other focal features at key locations along the Greenway

PLACE-MAKING

- Introduce an Urban Forest with the potential for it to reach a significant size
- Introduce Public Art and other focal features at key locations along the Greenway
- Introduce custom site furnishings
- Introduce accent lighting at focal features

GREENWAY MAINTENANCE

- Consider long term maintenance and replacement costs
- Introduce durable hard-wearing materials
- Introduce low maintenance plants
- Introduce generous soil volumes for long term tree health
- Retain existing healthy mature trees

[illegible]

The Willingdon Greenway is a proposed 1.2km long landscaped multi-use pathway along the east side of Willingdon Avenue, Burnaby, extending from Lougheed Highway to Hastings Street. When completed, it will link developments at Brentwood Mall and the Solo District with the commercial district of Burnaby Heights and all points in between. A future project phase will extend the Greenway from Hastings Street to Penzance Drive at Confederation Park and all the public open space and recreational facilities found there.

Pathway: 4.0m wide, safe, comfortable, and universally accessible off-street asphalt paved path

Rest areas: At Kitchener, Charles, Willow, Parker, Venables, Union, and Frances Streets, each with site furnishings

Pocket parks: At Charles and Parker Streets with special

Urban forest: Existing trees retained where possible supplemented by generous numbers of new trees

Lighting: Pedestrian level lighting for safe night-time pathway use

Fences/Screens: Along select lengths of the residential property line beside the Greenway to help separate the public and private areas

Public art: Place-making features at key focal points



6 - PROPOSED DESIGN - GREENWAY



Greenway: Venables Street to Parker Street



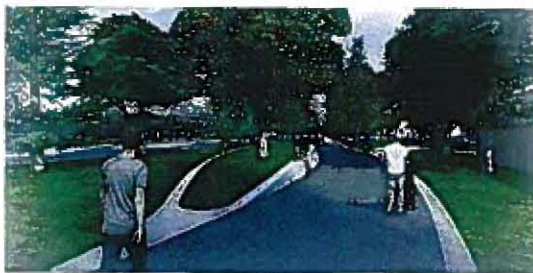
Section A: Between Midlawn and Kitchener, looking north



Section B: Between William and Napier, looking north



Section C: Between Georgia and Francis, looking north



Greenway: Looking north to Charles Street



Greenway: Venables Street looking south

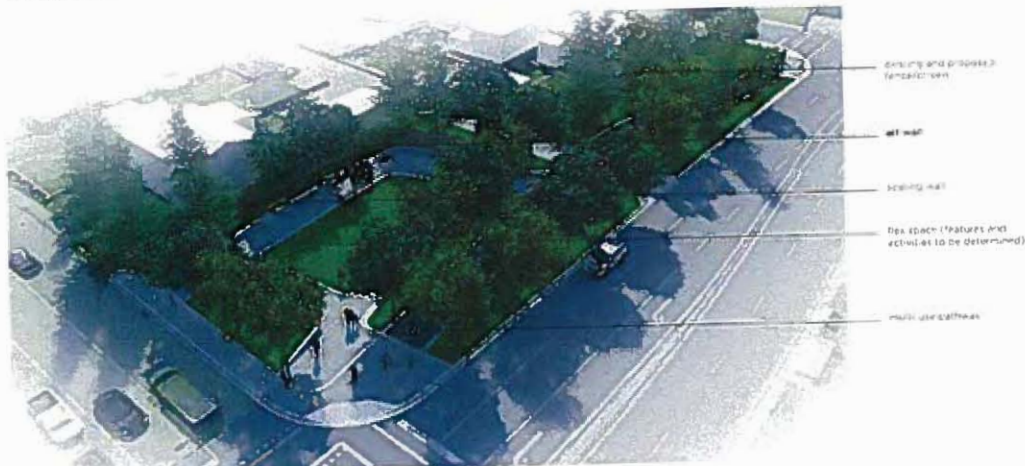


Greenway: Looking south-east to Parker Street pocket park

7 - PROPOSED DESIGN - POCKET PARKS



Charles Street Pocket Park looking south east



Parker Street Pocket Park looking south east

8 - POCKET PARKS

Two pocket parks are proposed along the Greenway, one at Charles Street and another at Parker Street. These images show possible park features. On your comment form, please select which features you would like in the parks.



Playground



Nature play features



Boulder Wall



Public art



Picnic facilities



Games tables



Adventure play



Quiet spaces



Outdoor exercise equipment



Performance space



Outdoor multi-use space



Ornamental planting beds

9 - NEXT STEPS...

THANK YOU FOR COMING!

We want to hear from you. Please fill out our comment form tonight and return it to us on your way out, or obtain it online and return it to us by September 21 (burnaby.ca)

Please refer to the the City of Burnaby Parks and Recreation website for project updates.



1 - WELCOME

Thank you for coming to Willingdon Greenway Public Open House!

The City of Burnaby is planning a new Greenway along Willingdon Avenue between the Brentwood Mall Redevelopment and Hastings Street. The Greenway will extend south to Lougheed Highway as part of the Brentwood Mall Redevelopment project and from Hastings Street north to Penzance Drive as a future phase of the Willingdon Greenway project.

As part of the planning process, the City would like to consult with you, show you the Greenway concept plan and hear your thoughts and ideas about the project. Please review the display boards, and share your comments and ideas.

We will use your input to develop the final Greenway plan.

GOALS FOR TODAY:

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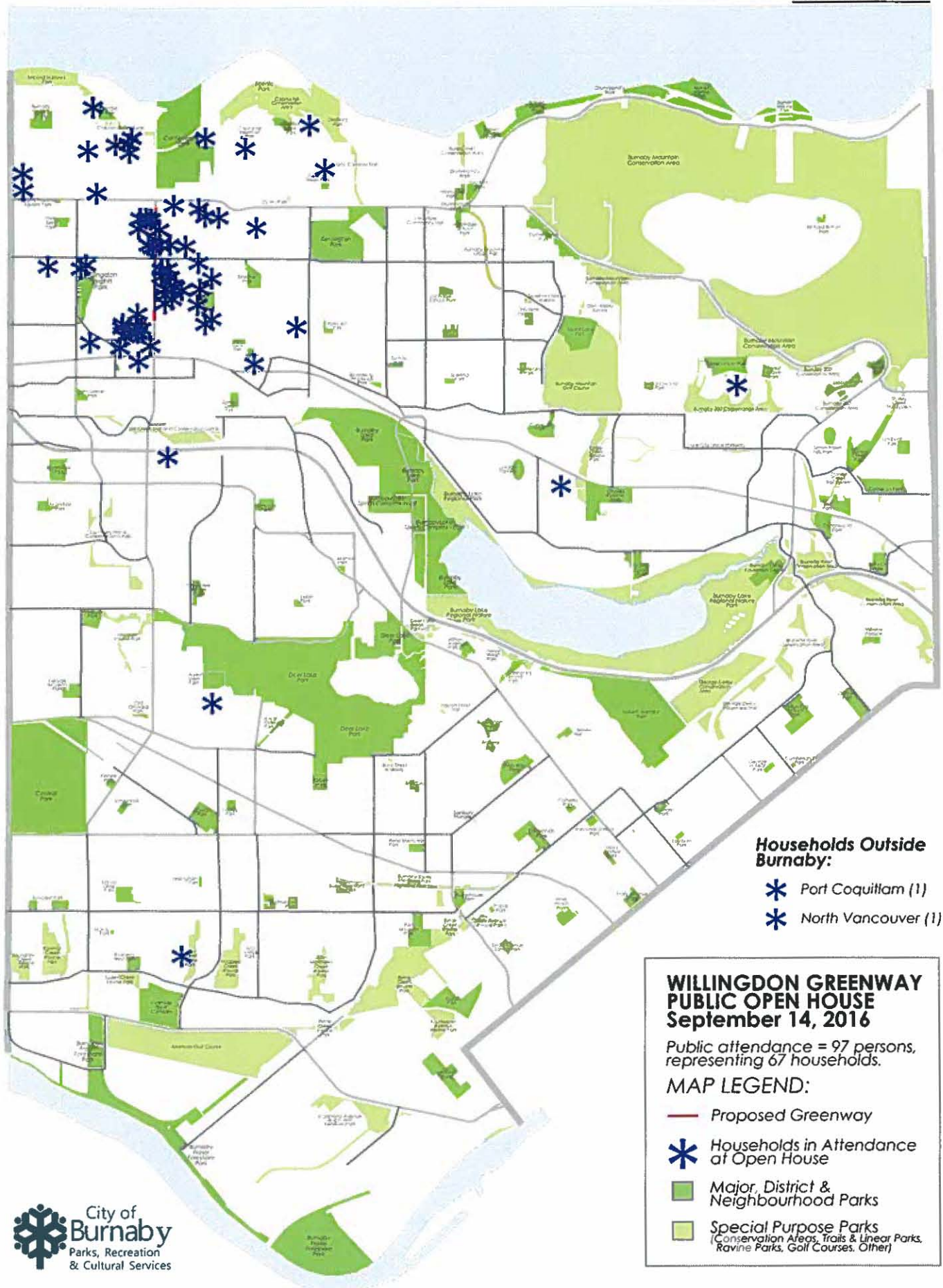
Questions?

Please speak to staff from the City of Burnaby and ISL Engineering and Land Services (the project designers). Please fill out the comment form, either tonight, or obtain it online at: burnaby.ca



Context plan





WILLINGDON GREENWAY PUBLIC OPEN HOUSE (2016 September 14) - QUESTIONNAIRE RESULTS

- 1 What modes of transportation do you or members of your household typically use to access the shops and services presently located near Willingdon Avenue and Lougheed Highway?

MODE OF TRANSPORTATION TYPICALLY USED	# OF RESPONDENTS	% OF TOTAL RESPONDENTS
WALK	48	66%
WALK WITH AN AID (WALKER OR CANE)	7	10%
WALK PUSHING A STROLLER	3	4%
WHEELCHAIR	4	5%
ELECTRIC SCOOTER	0	0%
PRIVATE VEHICLE	61	84%
PUBLIC TRANSIT (BUS)	24	33%
BICYCLE	28	38%
SKATEBOARD/LONGBOARD	0	0%
ROLLERBLADE	0	0%
OTHER	0	0%

Number of Questionnaires Returned = 73

- 2 What modes of transportation do you or members of your household typically use to access the shops and services presently located near Willingdon Avenue and Hastings Street?

MODE OF TRANSPORTATION TYPICALLY USED	# OF RESPONDENTS	% OF TOTAL RESPONDENTS
WALK	57	78%
WALK WITH AN AID (WALKER OR CANE)	5	7%
WALK PUSHING A STROLLER	2	3%
WHEELCHAIR	4	5%
ELECTRIC SCOOTER	0	0%
PRIVATE VEHICLE	58	79%
PUBLIC TRANSIT (BUS)	17	23%
BICYCLE	30	41%
SKATEBOARD/LONGBOARD	0	0%
ROLLERBLADE	0	0%
OTHER	0	0%

3 a) Will the Willingdon Greenway assist you or members of your household to more easily access the shops, services and recreation facilities near Willingdon Avenue and Loughheed Highway?

	YES	NO	DO NOT KNOW	NO RESPONSE
# OF RESPONDENTS	41	24	8	0
	56%	33%	11%	0%

If you answered No to Question 3 a), please tell us why not.

# OF RESPONDENTS	REASON
5	- We are a bit too far a distance from the greenway to walk
4	- Would use vehicle to transport shopping purchases, cannot carry bags.
3	- Greenway ends at Gravelly and doesn't connect to Loughheed - dumps cyclists at Brentlawn, not clear how to get to Loughheed.
2	- I am disabled and need car to access shops
1	- We use the gap in the fence behind the London Drugs parking lot (best feature in neighbourhood)
1	- Will not assist access but could be relaxing place to walk with my dogs
1	- Can easily use other "Lawn" streets in the residential area
1	- Live close by, within two to three blocks.
1	- These nodes are already too congested, drivers impatient and intolerant. This is already intensifying and new condos not yet built
1	- Could be unsafe from Loughheed Highway north to Brentlawn. Divided bikes, seniors, dog walkers, unsafe
1	- Already walk there via west side of Willingdon Avenue
1	- Distance becoming too great to walk (shopping venues reduced)
1	- Live to the southwest so would not use.

3 b) Will the Willingdon Greenway assist you or members of your household to more easily access the shops, services and recreation facilities near Willingdon Avenue and Hastings Street?

	YES	NO	DO NOT KNOW	NO RESPONSE
# OF RESPONDENTS	44	21	6	2
	60%	29%	8%	3%

If you answered No to Question 3 a), please tell us why not.

# OF RESPONDENTS	%	REASON
3	4%	- We already walk there now
2	3%	- Disabled, need car to access shops
2	3%	- Lives North of Hastings - Path ends south of Hastings.
2	3%	- Live close by (2 blocks)
2	3%	- We live a bit too far from the Greenway to walk
1	1%	- To be determined. May still prefer to use side streets to avoid traffic noise
1	1%	- These nodes are already too congested, drivers impatient and intolerant. This is already intensifying and new condos not yet built
1	1%	- Use car to transport shopping (not carry)
1	1%	- Walk there in East West Directions
1	1%	- Live in Government Road area, use car to access Hastings services
1	1%	- Easy to walk now

- 4 The Willingdon Greenway will replace the east side sidewalk on Willingdon Avenue with a four metre wide curvilinear pathway set back from the road edge. The new pathway will be universally accessible and will accommodate travel in two directions for pedestrians, bicyclists and users of transit. Do you have any concerns regarding the pathway as proposed?

	YES	NO	DO NOT KNOW	NO RESPONSE
# OF RESPONDENTS	30	42	1	2
	41%	58%	1%	3%

If you answered Yes to Question 4 a), please tell us what we could do to address your concerns.

# OF RESPONDENTS	%	CONCERNS AND HOW THE CONCERNS COULD BE ADDRESSED
15	21%	<ul style="list-style-type: none"> - Bicycle lane wide enough + flat surface - Bicycles and pedestrians do not mix well. - Safety sharing with bicycles, skateboards? - Cyclists are not careful around pedestrians. An elderly walker will be hurt. - In my opinion the path should only be for bicyclists & another for pedestrians. All the best research indicates a separation of people from bicycles. - Shared pathways are more dangerous than separated roadway adjacent tracks. - Concerned no dividing lines, safety - fast bikers. - Concerned about pedestrians & bicycles on the same path - I don't think it really works / Is it wide enough for wheelchairs & scooters. - Cyclists and pedestrians do not belong on the same pathway - We need separated cycle facilities. This curvilinear mixed-use path is antithetical to growing cycling and safety. - Ideally, bike and pedestrian separate. - Separate lane for bikes please! - Should be separated for bikes similar to Seawall. Lots of bike commuters. Need a separate lane. - Bikes and pedestrians need to be separated - an example Burrard Street bridge. Otherwise, bikes hit pedestrians. Also Seawall has separation. - I think a median should be provided to separate walkers from bicycles, skateboards, etc. - Speeding cyclists; cyclists not stopping at stop signals/signs (consider occasional bollards as minor obstacles).
3	4%	<ul style="list-style-type: none"> - Side street priority is poor. Without addressing this problem, the facility will not be useful for my children, and I will avoid it too. - Crossing alleyways & having speeding cyclists along the pathway. - Mark the area where cars intersect bicycle path green.
2	3%	<ul style="list-style-type: none"> - Provide security at nighttime. What is planned (Neighbourhood Watch)? - The open spaces may attract unwanted elements so it should be secure, well lit, open?
2	3%	<ul style="list-style-type: none"> - It does not extend to Lougheed Highway, which is where there is another bike lane. It is not a useful bike path since it does not connect to existing bike infrastructure. - Only that it is not connected to other bike routes near Lougheed or south.
2	3%	<ul style="list-style-type: none"> - Preferably move pathway further away from my house. Noise from pedestrians is my concern. - I hope the pathway will not be too close to our house because it may get busier and noisier.
2	3%	<ul style="list-style-type: none"> - Car exhaust - require a gas mask. - The steady, heavy traffic spews exhaust near the proposed pathway in both directions. North & South.
1	1%	<ul style="list-style-type: none"> - What happens to the shops from corner of Willingdon to lane and parking lot?
1	1%	<ul style="list-style-type: none"> - Will construction clog the roads?
1	1%	<ul style="list-style-type: none"> - Dogs on leash signs would be good.
1	1%	<ul style="list-style-type: none"> - Curved pathway uses up space which could be used for dedicated left turn lane at every block.
1	1%	<ul style="list-style-type: none"> - Make sure enough benches are spaced along paths and parks.
1	1%	<ul style="list-style-type: none"> - Protect young children (playing, racing, etc.) from the road.
1	1%	<ul style="list-style-type: none"> - Doesn't encourage commuter or destination cycling.
1	1%	<ul style="list-style-type: none"> - Garbage + (pet leavings) left.
1	1%	<ul style="list-style-type: none"> - I think the concept and the proposal to date is great.
1	1%	<ul style="list-style-type: none"> - Obviously you are building this so do our concerns actually matter?

5 Importance of including the various activities and site amenities along the Willingdon Greenway.

CATEGORY	AMENITY/ACTIVITY	IMPORTANT	%	NEUTRAL	%	UN-IMPORTANT	%	DO NOT KNOW	%	NO RESPONSE	%
SITE FEATURES & AMENITIES	lighting along pathway	68	93%	5	7%	0	0%	0	0%	0	0%
	rest areas (seating) along pathways	49	67%	21	29%	1	1%	0	0%	0	0%
	shelter and seating at transit stops	55	75%	15	21%	2	3%	0	0%	0	0%
	drinking fountain	28	38%	28	38%	12	16%	1	1%	0	0%
	drinking fountain for dogs	12	16%	28	38%	25	34%	1	1%	0	0%
	seating areas with shade shelter	47	64%	18	25%	6	8%	0	0%	0	0%
	picnic tables	13	18%	21	29%	31	42%	1	1%	0	0%
	public art at key focal points	30	41%	31	42%	10	14%	0	0%	0	0%
	shade trees	66	90%	9	12%	0	0%	0	0%	0	0%
	ornamental trees	38	52%	20	27%	8	11%	1	1%	0	0%
other:	ornamental planting beds	37	51%	19	26%	10	14%	1	1%	0	0%
	fences/screens (public/private interfaces)	34	47%	24	33%	8	11%	1	1%	0	0%
	washrooms	4	5%	0	0%	0	0%	0	0%	0	0%
	waste receptacles	2	3%	0	0%	0	0%	0	0%	0	0%
	noise attenuation at gathering spots for neighbours	2	3%	0	0%	0	0%	0	0%	0	0%
	skateboard proof rest areas	2	3%	0	0%	0	0%	0	0%	0	0%
	discourage vagrants from sleeping	1	1%	0	0%	0	0%	0	0%	0	0%
	separate bike lanes	1	1%	0	0%	0	0%	0	0%	0	0%
	ornamental fountain	1	1%	0	0%	0	0%	0	0%	0	0%
	more trees to help with privacy	1	1%	0	0%	0	0%	0	0%	0	0%
PASSIVE RECREATION AMENITIES	dog waste receptacles	1	1%	0	0%	0	0%	0	0%	0	0%
	picnic facilities	12	16%	30	41%	27	37%	2	3%	1	1%
	quiet spaces for reading	23	32%	33	45%	13	18%	1	1%	1	1%
	quiet spaces for relaxing	34	47%	25	34%	12	16%	1	1%	1	1%
	community social area	20	27%	24	33%	26	36%	1	1%	1	1%
	games tables	14	19%	27	37%	22	30%	1	1%	1	1%
	interactive public art	21	29%	23	32%	22	30%	2	3%	1	1%
	performance space	18	25%	25	34%	26	36%	1	1%	1	1%
other:	washroom	1	1%	0	0%	0	0%	0	0%	1	1%
	wastecans	1	1%	0	0%	0	0%	0	0%	1	1%
	playground (accessible)	1	1%	0	0%	0	0%	0	0%	1	1%
ACTIVE RECREATION AMENITIES	children's playground	24	33%	24	33%	16	22%	0	0%	4	5%
	children's nature play feature	27	37%	25	34%	16	22%	0	0%	4	5%
	climbing boulder wall	15	21%	24	33%	25	34%	0	0%	4	5%
	children's adventure play feature	21	29%	28	38%	18	25%	0	0%	4	5%
	open lawn area for informal play	35	48%	20	27%	12	16%	0	0%	4	5%
	open lawn area for yoga / tai chi	21	29%	30	41%	15	21%	0	0%	4	5%
other:	basketball hoop	1	1%	0	0%	0	0%	0	0%	4	5%
	addition to shared trail	1	1%	0	0%	0	0%	0	0%	4	5%
	saucer swing	1	1%	0	0%	0	0%	0	0%	4	5%
COMMENTS	Willingdon is not quiet - unlikely to find any quiet space										
	Accessible children's playground										

6 Are there any other activities, programs or site features that you would like to see considered for the Greenway?

	# OF RESPONDENTS	% OF TOTAL RESPONDENTS	ACTIVITY / PROGRAM / SITE FEATURE
Bike Racks/Lockers	5	7%	- places to lock up your bike
			- posts to lock up bikes
			lock up, and then Skytrain to other places (ie. commute)
			- bicycle lockers
			- bicycle lockers at Hastings + Brentwood Mall
Good Lighting	3	4%	- make sure there is adequate lighting at night for walkers, joggers, cyclists
			- excellent lighting, please
			- lighting is very important
Separated Paths	2	3%	- separated bike and pedestrian pathways
			- pathway separation for different users/purposes, 4 m is too narrow for multi use unless no users are anticipated
Miscellaneous	1	1%	- cherry blossom tree theme prevalent in Brentwood area
	1	1%	- combine community centre with pool and ice rink
	1	1%	- privacy fence along properties, we are near a bus stop + there will be more pedestrians walking, privacy is a must
	1	1%	- saucer swing
	1	1%	- jogging lane
	1	1%	- painted green crossing for bicycles at each intersection to have motorists turning be aware of oncoming cyclists
	1	1%	- bocce play area
	1	1%	- public lockers for storage
	1	1%	- plentiful garbage/recycling bins
	1	1%	- political marches, shift Hats Off to Willingdon
	1	1%	- water feature in relaxing / quiet area
	1	1%	- paved area, zip lines, rock to jump on
	1	1%	- what about connection to a community centre at Brentwood Neighbourhood
	1	1%	- farmer's market parking (free)
	1	1%	- community garden
	1	1%	- public instruments
	1	1%	- I'd like to see fewer rather than more activities considered. I think the "active recreation amenities" listed would be more appropriate in one of the neighbouring parks than this narrow greenway
	1	1%	- covered areas - eg. roof like only for shade + when raining
	1	1%	- leash tie up posts for dogs
	1	1%	- widening Willingdon for increased traffic, especially that generated by the Brentwood & Solo redevelopments
	1	1%	- Willingdon is a busy, loud, 4 lane road with exhaust from cars & buses, most people will not spend time here even if it is built

7 a) Do you support the Willingdon Greenway proposal?

	YES	NO	DO NOT KNOW	NO RESPONSE
# OF RESPONDENTS	58	5	5	5
	79%	7%	7%	7%

7 b) Tell us what you like about the Willingdon Greenway proposal.

CATEGORIZED LIKES	# OF RESPONDENTS	% OF TOTAL RESPONDENTS	WHAT RESPONDENTS LIKE ABOUT THE PROPOSAL
The Multi-Use Pathway	11	15%	<ul style="list-style-type: none"> - pathway (multi-use) - walking path - wide sidewalks - wide walking / cycling path. Will cycling & walkway be separated? - I love the idea of urban trail - better path to Brentwood - also, the current trail will be replaced - pathway for walking running and cycling - that there is going to be a walking path away from the traffic - the city is trying to add facilities for pedestrians and cyclists - like providing safe, pleasant walking and biking sapce
Increased Greenspace	9	12%	<ul style="list-style-type: none"> - more green space - more green space is always good - green space - green space - greening of neighbourhood - like greening the area - I like the idea of a green walkway in the sea of concrete that is my neighbourhood - linear green space - more greenery in the area
Safety Improvements for Walkers & Cyclists	9	12%	<ul style="list-style-type: none"> - improves safety - willingdon now danger zone for cyclists, and some places pedestrians due to poor travel media - it will be a great improvement over present narrow sidewalks next to the busy street - safer to cross Willingdon with the added traffic control intersections - safer path for bicyclists and pedestrians - safe access to Brentwood - separation of pedestrians and bikes from traffic - safer for families, etc. including control traffic light at Union Street - off-road pathway - but misses on opportunity to create greenspace
More Trees	7	10%	<ul style="list-style-type: none"> - trees - trees - trees - it is good to have more trees planted along the road - more trees should be planted along to shelter the greenway from nearby houses - trees/green between road and pathway - more trees, more greenery

CATEGORIZED LIKES	# OF RESPONDENTS	% OF TOTAL RESPONDENTS	WHAT RESPONDENTS LIKE ABOUT THE PROPOSAL
Encourages Social Interactions	7	10%	<ul style="list-style-type: none"> - provides more space for residents to interact with each other - encouraging community gathering and getting people outside - gives community a pathway into healthy living and a closer knit community. I'm an avid biker as well. - create a community neighbourhood feeling - I like that it creates a community public space and encourages people to go outside. Walkable neighbourhoods + happy/livable neighbourhoods - love possibility of increasing community interaction - could be a social place like the mall
Variety of Uses	7	10%	<ul style="list-style-type: none"> - I love the pocket parks + art features. Hope it all comes together! - it is more than just a strip of pavement with trees and allows for multiple uses - variety offered. Looks like it will be a pretty and inviting space - it will make Willingdon Avenue much cleaner and nicer looking - much more usable - I'd like my daily walks to be more pleasant & like your proposed site features (if not all the proposed activities) - increases visual appeal for walking and will make it used more intensively - makes a great neighbourhood into a lovely place to walk even beside a busy street
Beautification of Area	6	8%	<ul style="list-style-type: none"> - beautifies the street and area - beautiful - open concept, street beautification - will make Burnaby more upscale. Willingdon now is like a slump. - it enhances the neighbourhood - it will clean up the empty lots. City must keep grass cut not like currently on these lots
Like the Proposal	6	8%	<ul style="list-style-type: none"> - like the proposal - I like the proposal, There is nothing I don't like about this proposal - great, looks great - congratulations - It's a good idea - great, about time, way better than road widening - happy city put aside the properties to be able to make the greenway
Improved Circulation	4	5%	<ul style="list-style-type: none"> - links up Brentwood and Hastings, more people will walk than drive to Hastings - makes it easier to get around by bike and walking - makes the neighbourhood more walkable - will make Willingdon Ave more pedestrian friendly, Willingdon is under utilized and is only being used to access bus stops
Promotes Alternative Modes of Transportation	3	4%	<ul style="list-style-type: none"> - promotes alternative transportation - I like that it promotes biking - finally a cycle path
Good Use of Space	3	4%	<ul style="list-style-type: none"> - seems to be a good utilization of space. - wonderful use of space. - the proposal to use the space on Willingdon as a greenway
Accessible Circulation	2	3%	<ul style="list-style-type: none"> - need an accessible walking path to Lougheed Highway from Hastings - accessible to mall, library and park
Miscellaneous	1	1%	- there will be bus shelters, so transit users will be protected from rain
	1	1%	- kids area
	1	1%	- lively play areas for children, benches for parents
	1	1%	- it encourages people to walk
	1	1%	- connecting The Heights to The Amazing Brentwood
	1	1%	- lighting
	1	1%	- putting tax dollars to good work

7 c) Tell us what you do not like about the Willingdon Greenway proposal.

CATEGORIZED DISLIKES	# OF RESPONDENTS	% OF TOTAL RESPONDENTS	WHAT RESPONDENTS DO NOT LIKE ABOUT THE PROPOSAL
Traffic Flow Concerns	5	7%	<ul style="list-style-type: none"> - may cause extra congestion/traffic in the Willingdon area which is already busy from the Brentwood gentrification - I would like another lane of traffic installed so Willingdon from Lougheed to Hastings would not be so bottlenecked - failure to deal with auto traffic - with all the development in the area and the increasing population and traffic, this is not accounting for moving vehicles north-south more easily - concerned about the traffic still only accessing 2 lanes of traffic as the Greenway row takes away the opportunity to provide extra lanes. But I do love the Greenway idea.
Separate Path Uses	4	5%	<ul style="list-style-type: none"> - bikes and pedestrians should be separated - the multi-use path. These mixed facilities are dangerous and do not support increased cycling - lack of separate & separated facilities for different users - there should be a separated cycle path from pedestrians. It appears that there is ample room to widen the path and provide a separate cycle path
Connectivity Poor	4	5%	<ul style="list-style-type: none"> - there is no connection to the Green Valley trailway or other N-S bike routes. - the city has proposed a poorly designed facility that does not connect properly to destinations - it does not extend further south enough (I am on the other side of Highway 1) - not long enough. Will be even happier when it extends to Confederation Park
Safety	3	4%	<ul style="list-style-type: none"> - as a resident of the area, walking up Willingdon on the east side is dangerous as well as unpleasant - very concerned for safety for seniors, bikers, pedestrians, dog walkers on a 4 m path next to Willingdon Ave N of Lougheed - next to a high traffic roadway - trucks, trucks and more trucks
Noisy/Busy Location	3	4% 0% 0%	<ul style="list-style-type: none"> - too much recreation facilities next to a lane, busy, loud & smelly road - there's no mention of a noise buffer. I thought that this could be an oasis in a busy, noisy neighbourhood - there are too many activities being considered that would add to the noise and would likely cause congestion
Waste Management	2	3%	<ul style="list-style-type: none"> - littering - may become a garbage dump
Surface Maintenance	2	3%	<ul style="list-style-type: none"> - snow build up and snow clearance - leaves are slippery when you walk on them - results in a fall
Miscellaneous	1	1%	- there was no initial public consultation before you got to this stage
	1	1%	- likely the construction phase
	1	1%	- too bad was not done 20 years ago when I could cycle still
	1	1%	- no dedicated left hand turning lane for each cross street
	1	1%	- Venables from Alpha to Willingdon is dangerous during rush hour
	1	1%	- we've been broken into before and I'm afraid that the pathway will attract more intruders
	1	1%	- trees will shed leaves in autumn
	1	1%	- not sure about all the curves, but a much needed improvement
	1	1%	- no bathroom a walk from Hastings down Willingdon and back for anyone over 45 does not have a place to go
	1	1%	- need to block some streets to create more uninterrupted space
	1	1%	- costs money!
	1	1%	- some loose ends
	1	1%	- I don't want strange ugly art here. I prefer more nature focused

8

Please provide any further comments or suggestions that you feel are appropriate regarding the Willingdon Greenway proposal?
 verbatim responses)

(Summary of

COMMENT CATEGORY	# OF RESPONDENTS	% OF RESPONDENTS	VERBATIM COMMENTS AND SUGGESTIONS BY CATEGORY
	33	45%	
Traffic Flow - Calming	7	10%	<ul style="list-style-type: none"> - In the end you will build this and Brentwood, Solo, eTc. will be developed. Please make sure you mitigate in the future the traffic that will try and sneak through the adjacent neighbourhoods. Please take a look at the Vancouver Heights Traffic calming measures. Thanks. - Important to maintain access for vehicle traffic to and from side streets onto Willingdon. - Should consider building bus bays at the stops. - I am OK keeping the lane a dead end! In between Charles and Kitchener. Great to see a cross walk at Kitchener & Willingdon! Please call to design the ditch in our alley! Important to keep my cedar tree next to my fence (4611 Alpha Drive). - Get CBC accident stats for Willingdon Hastings to Lougheed! Project should improve design to reduce these. Left hand turn lane will provide safe position to wait for break in traffic and allow traffic to keep flowing. - "Traffic congestion" when the Brentwood Towers area finished and the condos along Lougheed are occupied and there is more cars and buses running along Willingdon. - Commuter parking on Charles and Alpha Drive is a big problem right now. Commuter parking is also a big problem in the Brentwood Area.
Lighting and Security	4	5%	<ul style="list-style-type: none"> - again, lighting, lighting, lighting! - My house is behind the Charles Pocket Park. My concern is security with added pedestrian traffic. It is important that the park (Paths inside the Park) be well lit with reasonably open views to the main path (and/or) Willingdon. - Lighting at night should be good - in order to make the area safe. I'm a bit concerned re many cars pulling over to drop off or pick up children and older people before and after the car driver has done his/her shopping, appointments, etc. - A bit worried that there may be an upsurge in criminal activity.
Increase Other Public Infrastructure	4	5%	<ul style="list-style-type: none"> - With the increasing density of people, infrastructure in the area needs to be addressed: Roadways, more public amenities for the increase number of people, increase capacity of Eileen Daily Pool, etc. - It would be a good idea to expand Eileen Daily facilities along the open lot along Willingdon & Albert. - If the construction brings itself to Confederation Park I would like to see a Gym on the open lot at Willingdon and aAlbert (ex Burnaby Heights High School) and also a turf field on the Gravel Field or on Field with track. - When will the city build a community centre like Edmonds for Brentwood Town Centre? It is needed in our neighbourhood with planned density.
Improve Connectivity	4	5%	<ul style="list-style-type: none"> - Please accelerate completion to Penzance. Is there an opportunity to reduce east-west commuter rush hour rat running? - Make sure it hooks up to the Central Valley Greenway so we can ride our bikes safely! - Please buy up the properties to connect property at each end. - Public transportation, there should be a small bus route circling from the Brentwood to Gilmore Skytrain Station up to Hastings, the library and back to Brentwood. As well would like to see the pathway extend past Lougheed to Metrotown. For a green pathway walkway (at least to BCIT).
Great Project	4	5%	<ul style="list-style-type: none"> - It's a good idea. - I think its great. Thanks for planning it. - Looking forward to completion. - Looking forward to experiencing this new space soon!

COMMENT CATEGORY	# OF RESPONDENTS	% OF RESPONDENTS	VERBATIM COMMENTS AND SUGGESTIONS BY CATEGORY
Through Cycling	4	5%	<p>- This is not a bike path. Don't sell it as such. Bikes need resources and this is good, but it's not a bike feature. Question 3 a + 3 b. access shops and services. I don't believe this is the metric. It is a space for recreation and not commercial access. It should be measured by enjoyment, not access for merchant association.</p> <p>- We need a 3.5 metre bi-directional cycle track. Straight and direct, and safe. Not this garbage</p> <p>- The plan is a good start, but could do a better job at making Burnaby more sustainable. I would like the concept to include a protected bike lane on the west side of Willingdon for south bike traffic. I would like the path to connect to Lougheed Highway so the greenway can be used for transportation purposes in addition to recreational purposes.</p> <p>- Don't endanger pedestrians and cyclists (& rollerbladers, skateboarders, etc.) by combining them on a narrow and inadequate space. Green spaces beside busy Willingdon won't be restful or good for child play. Need one-way separated lanes for active transport on either side of Willingdon. I don't shop on Hastings because it's not accessible by bike (for BCIT) Immediate Action. Interim improvement - Please add temp bike lane from Midlawn to Kitchener so cyclists don't have to merge with traffic North bound at Midlawn. Add cyclist activated buttons at Parker & Hastings on Alpha to encourage this off road route.</p>
Pathway Separation	3	4%	<p>- Can you make a separate path for bikes then pedestrians like around the Sea Wall?</p> <p>- As mentioned above I have found it better to separate the walkers from the bicycles (and other wheeled transport) by providing a median in the middle. Maybe a little wider passway would then be better. Say total 5 metre instead of 4 metre. I also hope that the plan is to connect the greenway to the bicycle passway on the overpass over Trans Canada #1 freeway in not to distant future.</p> <p>- If people/individuals are to use the path (cycle/people path) widen it to ensure the safety of both pedestrians and riders. Please ensure there are buttons to activate crossing. How about some interim solutions while the cycle path is created. Widen the road between Midlawn and Kitchener to allow cyclists to use Alpha to Hastings. Add a cyclist crossing button at Alpha and Parker and another at Alpha and Hastings. Right now there are no safe north-south routes in Burnaby. Ensure houses to the east of the cycle path area protected with greenery and if necessary fences.</p>
Maintenance	3	4%	<p>- If there are fruit trees, please remove as to try and keep the RAT population down. Must be kept clean with grass cut. At bus stops city must pick up littered garbage. If more trees are planted, who will pick up all the fallen leaves, pine cones, etc.? Our precept line is two feet lower than the city side. Take care if drainage from City to private. C. W. Review existing drainage and replace.</p> <p>- 4509 William Street concerns - If keeping the existing cherry tree, prune the tree for proper health. Create some visual separation from the bus stop with large trees. Solid fencing for privacy and security from the increase pedestrian traffic. Remove the invasive bamboo that is growing out of control. Very dense bamboo is harbouring mice and rats. Would like some onsite consultation with new tree locations and size. Check cherry tree at this time also for health and ongoing maintenance.</p> <p>- Maintenance, pet holes, etc., drop off and pick up areas eg. Is (m?) for handicapped people, noise for traffic, buffer? Parking for food truck, ambulance, prefer no steps.</p>
Design & Program Elements	3	4%	<p>- Other suggestions: street / wall murals, community garden, mini farmers market</p> <p>- Consider less, not more features for the Greenway. It is a narrow space, and we are well served to the north and west with parks. We also have two community centres, one of which is being expanded in the near future. I hope that there will be something to create shade along the walkway, maybe some artificial canopies if trees aren't mature enough to provide shade. Shade is in short supply for walkers along the Hastings & Willingdon sidewalks.</p> <p>- Shaw Go Wi-Fi Hot Spots, Mini-library Box - take a book/leave a book, large chess set, Farmer's market at Hastings Stand Willingdon (Southwest Corner), S/W corner of Willingdon should be a Community space, public piano.</p>
Environment	1	1%	- I would like to make sure that rain gardens and water infiltration to ground water, no going into storm drain.
Proximity to Road	1	1%	- Theoretically a nice idea. The street itself will never match the display pictures. The area will be noisy, dusty dirty given the greenway is next to a major roadway. The adjacent houses will be inundated with noise and most likely homeless folks and addicted folks.

9a Are you a resident of the Northwest Burnaby?

	YES	NO	NO RESPONSE
# OF RESPONDENTS	64	7	2
	88%	0%	3%

9b If you answered Yes to Question 9 a), please tell us which Northwest Burnaby neighbourhood you live in.

AREA OF RESIDENCY	# OF RESPONDENTS	% OF TOTAL RESPONDENTS
BRENTWOOD NEIGHBOURHOOD	32	44%
WILLINGDON HEIGHTS NEIGHBOURHOOD	3	4%
WEST CENTRAL VALLEY NEIGHBOURHOOD	0	0%
DAWSON-DELTA NEIGHBOURHOOD	0	0%
BURNABY HEIGHTS NEIGHBOURHOOD	24	33%
CAPITOL HILL NEIGHBOURHOOD	8	11%
PARKCREST-AUBREY NEIGHBOURHOOD	1	1%
ARDINGLEY-SPROTT NEIGHBOURHOOD	0	0%

9c If you answered No to Question 9 a), please tell us where you live.

AREAS OF RESIDENCY OUTSIDE NORTHWEST BURNABY	# OF RESPONDENTS	% OF TOTAL RESPONDENTS
SOUTH BURNABY	3	4%
NORTHEAST BURNABY	2	3%
EAST VANCOUVER (WORKS AND SHOPS IN BURNABY)	1	1%
PORT COQUITLAM (GREW UP IN THE HEIGHTS)	1	1%

10 Please tell us about the ages of the people in your household

	AGE 0-4	AGE 5-9	AGE 10-14	AGE 15-19	AGE 20-29	AGE 30-49	AGE 50-64	AGE 65+
# OF RESPONDENTS	3	8	13	15	10	31	32	36
	2%	5%	9%	11%	7%	21%	22%	24%

Notes: - 46 respondents listed more than one of the above age groups living in their household for a total number of 148 persons. 2 respondents did not respond to the question.

- 26 respondents had households with children for a total number of 39 children.

- 20 respondents had households with seniors only.