

UNIVERSITY ENDOWMENT LANDS AREA D PHASE 2B ENGAGEMENT SUMMARY

JULY 2019



BRITISH
COLUMBIA

AREA D
NEIGHBOURHOOD PLAN

ENGAGEMENT PARTICIPATION



80

attended three Public
Design Review Events



1650+

postcards mailed to UEL
residential and commercial
addresses



2

E-newsletters sent



42

attended the 3-day design charrette



70

completed online
surveys



9500+

views on 22
Facebook posts

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ABOUT THE PLAN

Area D, often referred to as 'The Village', is home to a diversity of people and places. It is a neighbourhood with a range of multi-family housing, shops, restaurants, transportation options, and parks and green space.

The University Endowment Lands (UEL) is developing a Neighbourhood Plan for Area D, a historic mixed-use neighbourhood. The Plan will guide decisions about land use, infrastructure and community services and include:

- A community vision for the future
- A set of principles to guide the Plan
- Community directions setting out priorities and goals
- Policies and actions for each community direction

Located between UBC and the City of Vancouver, Area D is a small commercial hub serving the UEL community and other adjacent neighbourhoods. With a population of over 2,000 people, Area D has a mix of high and low-rise apartment buildings and townhouses, shops and services in the Village, Jim Everett Memorial Park as well as the theology graduate school Regent College.

Historically, development has been limited by a small land base and slow population growth. However, recent years have brought new developments and changes. We have seen demographic changes, like a growing young student population, increasing concerns around climate change and the state of the environment, and rezonings that allow more residential and retail development. Regent College has been rezoned to include student housing and commercial uses. Ieləm, a 22-acre parcel of forestland owned by the Musqueam Indian Band, has been rezoned to allow over 1.2 million square feet of residential and commercial buildings. And, next door, UBC has developed significant residential and retail spaces.

The Area D Neighbourhood Plan provides an opportunity to take a proactive approach to growth and development in this area in a way that reflects community values and priorities. By setting out a clear community vision today, we can shape the future in a way that is sustainable and provides a high quality of life for current and future residents.

NEIGHBOURHOOD PLAN AREA

The Neighbourhood Plan Area includes over 30 acres bounded by University Boulevard, Wesbrook Mall, Agronomy Road and Toronto Road; the two institutional lots on the northeast corner of University Boulevard and Wesbrook Mall due to their land use designation; and the lot on the corner of Acadia and Ortona Roads as requested by their Strata Council. The Ieləm development will be excluded from the Plan since a comprehensive plan with design guidelines has been recently adopted.

The Plan will consider long-term scenarios for the Area and adjacent sites as they have the potential for change and development in the future.



PLANNING PROCESS

The Area D Neighbourhood Plan is being developed through a multi-phased process. The process kicked-off in May 2018 with the Plan expected to go to the Ministry of Municipal Affairs and Housing for consideration in the Fall 2019.

- **Phase 1: Prepare To Plan:** This phase introduced the process and focused on a review and analysis of existing conditions and opportunities through background research, field visits of various sites, technical memos, stakeholder meetings and key informant interviews to gather input and identify priorities for the future. It wrapped up with the completion of the Area D Neighbourhood Profile, which was presented to the Community Advisory Council in September 2018 and was a key input into the development of Phase 2 engagement.
- **Phase 2: Exploring Options:** A significant amount of community engagement was held in Phase 2, framed by the research conducted in the first phase. In Phase 2A, an online survey was made available to residents and Open Houses and pop up engagement events were held throughout the neighbourhood. In addition to these activities, stakeholder workshops helped inform the neighbourhood concept and policy options. In Phase 2B, a Design Charrette was held to develop key concept plans and policy directions. These were presented at public open houses, an online survey and pop up events throughout the neighbourhood.

- **Phase 3: Draft Plan:** In Phase 3, a draft plan was developed with a draft neighbourhood vision, principles, neighbourhood concept plan, overall directions, objectives and policies. The draft plan will be put to the test through further community engagement. For the month of September, Open Houses will be held where the concept and draft plan will be on full display along with an online survey to gather feedback. Based on the feedback, the draft plan will be revised and refined.
- **Phase 4: Final Plan:** This final phase will involve referrals to a number of senior government agencies for review and approval. Following this referral period, a Community Advisory Council meeting will be held to hear any concerns from the public and the Neighbourhood Plan will be brought to the Ministry of Municipal Affairs and Housing for consideration and adoption as a bylaw.

The University Endowment Lands (UEL) has a team of local experts and consultants to develop the plan content and engage Area D's diverse communities. An interdisciplinary team of UEL staff and consultant planners, landscape architects, urban designers, transportation engineers, housing and heritage experts are developing the plan and managing the engagement process, with the Community Advisory Council providing leadership and guidance throughout the process.

Community member input will directly shape the Area D Neighbourhood Plan. Community input has helped to identify what we have today, and will help decide what the future could look like. The more people we hear from, the better the Plan will be!



ENGAGEMENT OBJECTIVES

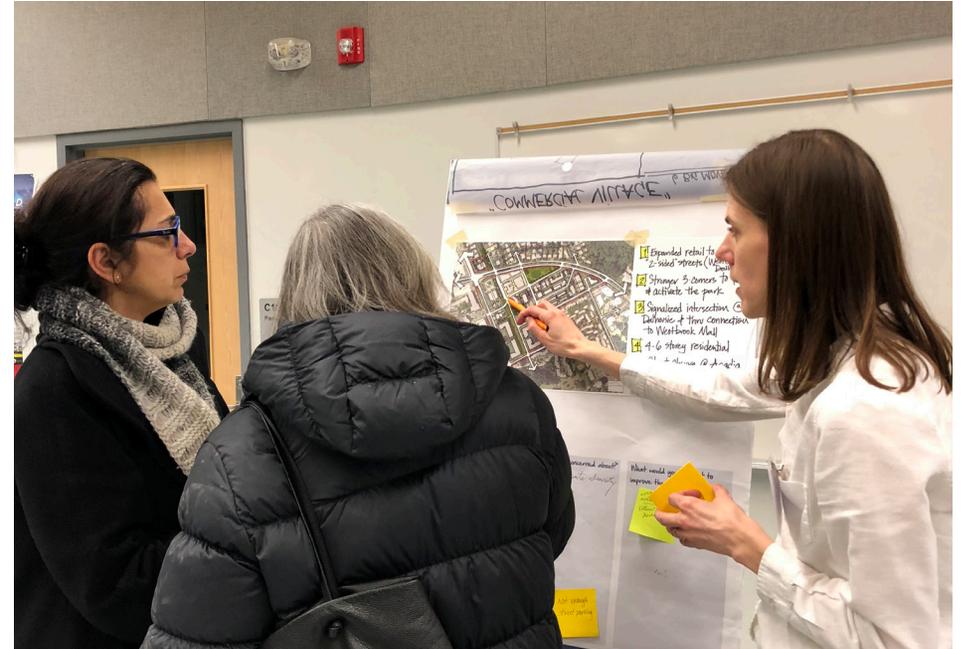
In 2018, the Area D Neighbourhood Plan Communications and Engagement Strategy was developed. The overall engagement objectives are to:

- **Raise broad awareness** of the planning process and the Neighbourhood Plan;
- **Share information** about the value and current state of Area D and critical local issues and trends;
- **Generate timely and meaningful input** from a wide range of community members and stakeholders;
- Clearly and effectively **weave input** into the planning and content development process;
- **Generate opportunities** for people to learn, share, hear the opinions of others and contribute to the scope of the Plan; and
- Create a Neighbourhood Plan that a wide range of **community members are proud of and excited for.**

Success will be measured by the degree of awareness of the Area D Neighbourhood Plan and the diverse opportunities to provide input across a wide range of stakeholders and members of the general public. In terms of range, we mean both geographically and demographically varied participants.

ABOUT THIS REPORT

The Phase 2B Community Engagement Summary Report summarizes key input gathered between February and April 2019 as part of Phase 2B of the Area D Neighbourhood Plan process. What follows is a summary of what we did and heard – gathered through the multiple community and stakeholder engagement channels.





WHAT WE DID

STAPLES

Booster Juice

IDEAS FROM THE CHARRETTE

AREA D



LEARN MORE AT AREADPLANCA



LEARN MORE AT AREA

LEARN MORE AT AREA

ENGAGEMENT OPPORTUNITIES

In the Spring of 2019, there were over half a dozen opportunities for the public and stakeholders to engage in the Neighbourhood Plan process, reaching over 100 people.



30
people

Design Charette

The Area D Plan team hosted a stakeholder and community-based Design Charrette over a three-day period on February 26 - 28, 2019. The Design Charrette facilitated the development of a vision and conceptual plans for Area D through dialogue and visualization.

The charrette began with a Public Ideas Jam on February 26 where community members were invited to participate in small group discussions to map the current state of Area D and their desired future state, including a vision, big ideas and suggested policies and actions.

On February 27 and 28, the design team and UEL staff hosted a Stakeholder Workshop with key stakeholders including members of the Community Advisory Council (CAC). There they worked together through a series of mapping exercises and facilitated discussions to produce three rough draft design concepts with supporting materials in the form of hand drawn plans and illustrations, diagrams, and sections that describe potential future visions for Area D.

The draft design concepts sought to propose ideas for: Land Use, Urban Form, Housing, Parks and Green Space, Local Services and Amenities, Urban Design, Identity and Character, Transportation and Mobility, Sustainability and Resilience

These were not final plans or drawings, but rather draft concepts for further input, refinement and development.



20
people

Public Design Review Open Houses

The Area D Plan team hosted two Public Design Review Open Houses on February 28 and March 7, 2019. There, the public were invited to review and provide feedback on the draft vision, guiding principles, design concepts and policies developed during the Design Charrette.



70
people

Public Design Pop Up Events

The Area D Plan team hosted two Public Design Review Pop Up Events on March 16 and 21, 2019. The Pop Up events included information about the planning process, with an opportunity to provide feedback on the draft vision, principles, directions, design concepts and policy options.

The Pop Up events were held at two community sites in Area D during the weekday and weekend where people gather and socialize regularly: University Marketplace. The location was chosen based on geographic spread, and the diversity of likely community participants.



70
people

Public Survey

To gather input on diverse community group's feedback on the draft vision, principles, directions, design concepts and policy options, an online survey in English was designed and deployed using the SimpleSurvey platform from March 7 to March 31, 2019.



7
people

Community Advisory Council Meeting

In January 2019, the Area D Plan team presented to the Community Advisory Council on the Plan process in addition to the monthly updates at regular meetings. The group helped provide direction on public engagement.



30
people

E-newsletter

In February and March 2019, two e-newsletters were sent out to members of the public and key stakeholders who have signed up for updates, informing them about the process and inviting them to participate in the events and to complete the online survey.



10
people

Stakeholder Meetings

Between January and April 2019, the Area D Plan team held a series of stakeholder meetings to gather input and ideas from key stakeholders on the priority areas. Over 5 stakeholder groups and organizations were communicated with in person and by teleconference.



9,567
views

Social Media

Social media was used to help expand our outreach, providing another platform for the public to learn about and imagine the future of Area D. Through the hashtag #AreaDPlan, we posted information about the process on Facebook and Twitter.

On Facebook, there were 22 posts, with a total reach of 9,567 views, 188 post clicks and 422 reactions (likes, loves, wows etc.). On Twitter there were 16 tweets, with an overall reach of 2,740 impressions, and 18 link clicks from tweets.



50
people

Community Canvassing

In March 2019, Area D Plan team members canvassed Area D and the UEL, informing the public and business owners about the Neighbourhood Plan process and inviting them to participate in the Open Houses and Pop Up events and to complete the online survey.



Website

The dedicated Project Website www.AreaDPlan.ca was updated in February 2019. The website outlined the Area D Neighbourhood Plan with background information about the project, and the opportunities to engage through the online survey and in-person events.



1,650
people

Postcards and Posters

In February 2019, 1,650 Area D Plan postcards were mailed to UEL homes. Throughout February and March 2019, 50 posters were put up and 100 additional postcards and flyers were distributed throughout Area D and surrounding areas to expand our outreach and to invite UEL community members to participate in the Open Houses and Pop Up events and to complete the online survey.



WHO PARTICIPATED

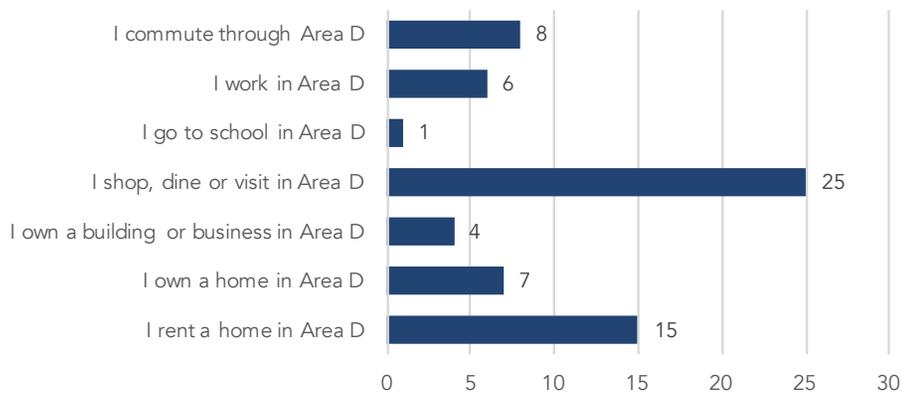
PUBLIC PARTICIPANTS

A total of 120 people attended the Public Ideas Jam, Stakeholder Workshop, two Public Design Review Open Houses and the two Public Design Review Pop-up Events and 70 people participated in the online Survey.

Participants were asked several demographic questions at the In-person Events and in the Online Survey. All demographic questions were optional; the information below includes all participants that chose to answer the questions.

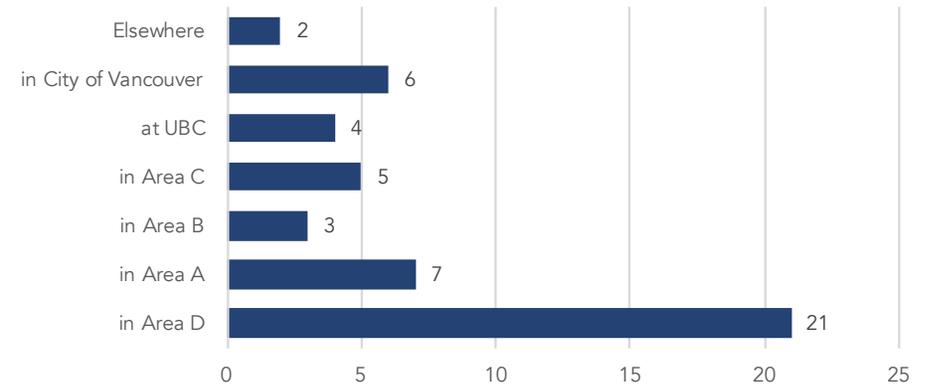
RELATIONSHIP TO AREA D

We asked participants to define their relationship to Area D and the UEL. Respondents were asked to select all relevant responses. The bar chart below illustrates responses that were selected by those who chose to answer; 43 people chose to respond.



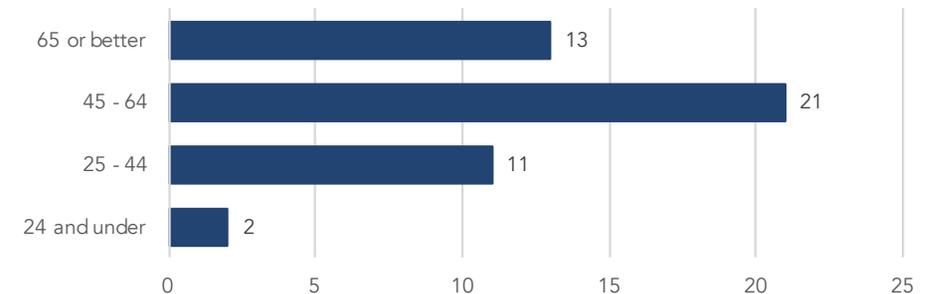
PLACE OF RESIDENCE

We asked participants where they lived: in Area D, Area A, Area B, Area C, at UBC, in the City of Vancouver and elsewhere. The question was optional; 48 people chose to respond.



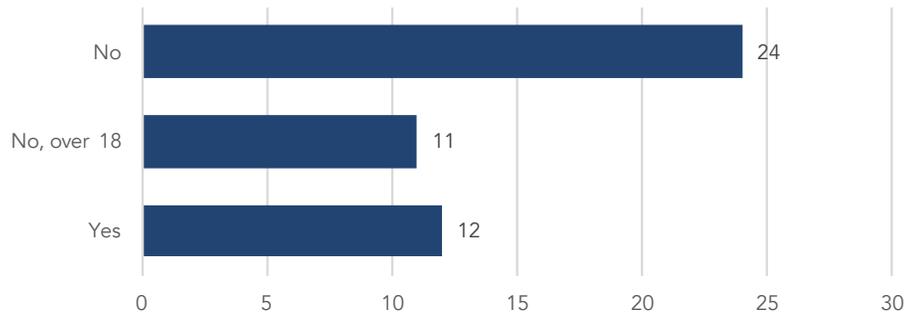
AGE

People of different ages from Area D, the UEL and beyond, participated in person and online, as represented below. There were few participants younger than 25, and more participants between the ages of 45 and 64. 47 people chose to respond to this question.



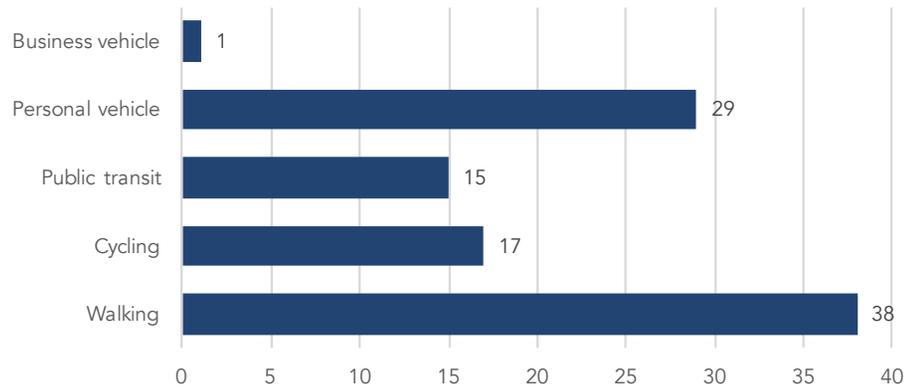
NUMBER OF CHILDREN

We asked participants in the online survey to identify if they have children in their household and the age ranges of the children. 47 people chose to respond to this question.



TRANSPORTATION

We asked participants to identify all modes of transportation they regularly use to commute to work and / or school. 47 people chose to respond to this question.



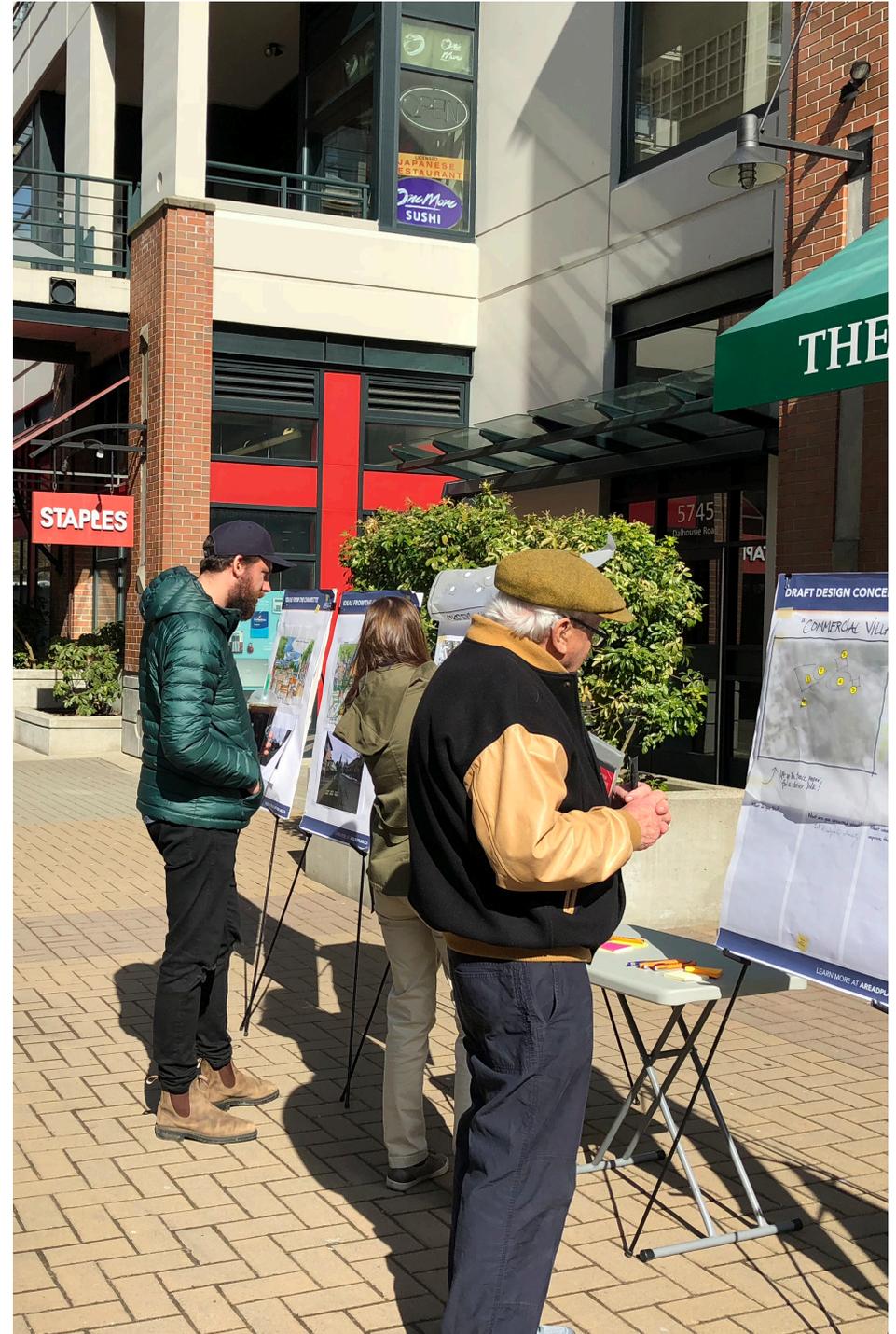
WHAT WE HEARD



From February to April 2019, over 150 people provided input into the development of the Area D Neighbourhood Plan by participating in the Design Charrette (which included a Public Ideas Jam and Stakeholder Workshop), two Public Design Review Open Houses, two Public Design Review Pop-up Events and an online survey. The survey included closed and open-ended questions, with approximately 440 open-ended responses captured.

The input received has been documented, analyzed and summarized in this report and will inform Phase 3 "Draft Plan". All input gathered was transcribed and analyzed. Open-ended responses were read and assigned a 'code' or a theme to allow for grouping of similar ideas.

What follows is a summary of what we heard by topic and engagement channel.



People provided input on the following topics:

DRAFT VISION

At the Design Charrette, Open Houses and Pop-up Events and through the online survey, participants were invited to provide feedback on the draft vision:

- Tell us what you think of the neighbourhood Vision!
- How much do you agree or disagree that the draft vision captures your ideas for the future of the neighbourhood?

DRAFT GUIDING PRINCIPLES

At the Design Charrette, Open Houses and Pop-up Events and through the online survey, participants were invited to provide feedback on the draft guiding principles:

- Tell us what you think about the Guiding Principles!
- How much do you agree or disagree that the draft principles capture your principles for guiding decision making about the future of the neighbourhood?

DRAFT STRATEGIC DIRECTIONS

At the Design Charrette, Open Houses and Pop-up Events and through the online survey, participants were invited to provide feedback on the draft strategic directions:

- Tell us what you think about the neighbourhood Directions!
- How much do you agree or disagree that the draft directions reflect your priorities for the future of the neighbourhood?

NOW WOW HOW

During the Design Charrette, participants were invited to share their ideas on the following:

- NOW: What works well and what needs improvement?
- WOW: What could the future of the neighbourhood look like?
- HOW: What strategies and actions can we take to achieve this vision?

DRAFT DESIGN CONCEPTS

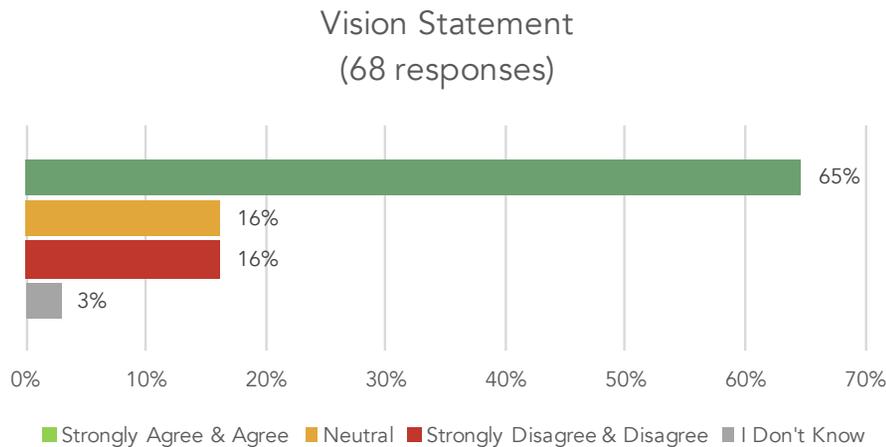
During the Design Charrette, three draft design concepts were developed: (1) Commercial Village, (2) Green Streets and (3) a Hybrid Village / Green Streets. Participants at the Open Houses, Pop-up Events and in the online survey were invited to provide feedback on the draft design concepts:

- What do you like?
- What concerns you?
- What would you suggest to improve the concept?

During the Design Charrette, Public Design Review Open Houses, Public Design Review Pop-up Events and through the online survey, participants were invited to tell us what they thought about the draft neighbourhood vision:

“Area D is a vibrant, diverse and liveable neighbourhood. Known for its village-feel and connection to nature and green space, the neighbourhood is a complete community: providing the right mix of housing and amenities for residents; protecting the natural environment and village character through carefully balanced change; and supporting a more sustainable and resilient future.”

HOW MUCH DO YOU AGREE OR DISAGREE?



WHAT DO YOU THINK?

The most common themes were:

GENERAL

Support for the Vision

Survey: 11 comments

There was re-iteration of general support for the vision, ranging from highly supportive (e.g. “very amazing”) to cautious support (e.g. “good idea that needs follow through”)

Vision is Too General

Survey: 8 comments

Some respondents indicated that the vision reflects the ‘status quo’ or that it does not reflect their understanding of the community and there is room for improvement to achieve the best “balance” of land use and mix, particularly in the village centre.

Vision is Unrealistic

Survey: 7 comments

Some respondents indicated concern that the vision is unrealistic and unattainable.

COMMERCIAL AMENITIES

The Neighbourhood Needs A 'Balanced Mix' of Services

Survey: 5 comments

Respondents indicated existing commercial amenities are limited (cited as primarily "fast food places"). Respondents indicated a desire for a wider range of higher quality shops and services.

The Neighbourhood is Lacking a Village Feel

Survey: 4 comments

Respondents indicated the neighbourhood is lacking or has lost a 'Village Feel'. They did not provide further input.

Desire for Connection to Adjacent Neighbourhoods

Survey: 4 comments

Some respondents indicated a desire for the vision to acknowledge Area D's proximity to and interdependence with other neighbourhoods in the UEL and destinations at UBC.

SUSTAINABILITY

Ensure Sustainability and Resilience

Survey: 6 comments

Some respondents expressed the importance of implementing preservation and enhancement measures for local parks and green space, as well as broader sustainability strategies. Others expressed an interest in supporting a holistic approach to a liveable and sustainable community for all residents.

HOUSING

Mixed Feedback on Housing Density

Survey: 10 comments

6 respondents indicated a desire for the vision to meet the needs of a growing population with increased housing and housing density, as well as increased local shops and services to enhance local variety and vibrancy of experiences. On the other hand, 4 respondents indicated concern that the vision supports population growth, which could lead to increased housing density, higher noise levels, crowding and loss of green space.

Increase Affordability and Rental Housing

Survey: 4 comments

Some respondents indicated a desire for the vision to commit to creating and maintaining affordable housing and rental housing and avoiding the displacement of residents.

OTHER

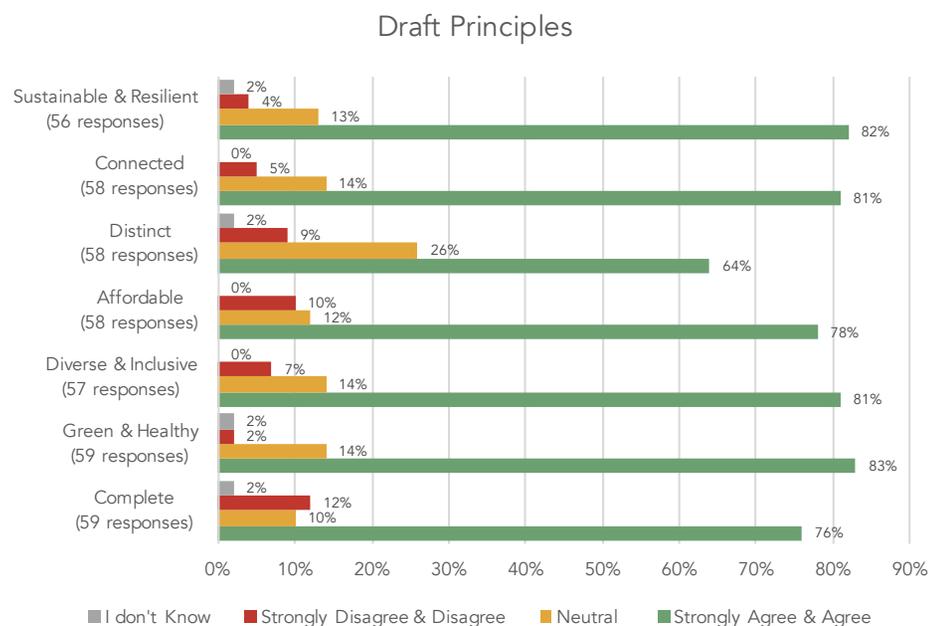
Respondents provided additional comments related to the following themes with 3 or fewer comments:

- Support for Accessible and Beautiful Public Spaces (1 comment)
- Vision can Support Diverse Residents (1 comment)

During the Design Charrette, Public Design Review Open Houses, Public Design Review Pop-up Events and through the online survey, participants were invited to tell us what they thought about the draft guiding principles:

1. **Complete:** Complete communities are places where people can meet all their daily needs with a variety of land uses, services and activities - where you can live, work and play. The neighbourhood will have a variety of housing choices, ways to get around, and safe and comfortable public spaces, and many opportunities for arts, culture, recreation, jobs, and places to enjoy the outdoors. Growth will be balanced with environmental needs.
2. **Green and Healthy:** Parks and green spaces improve air and water quality, support local wildlife and provide social and recreational benefits. Active living and places and experiences that bring people together support a greater sense of belonging and encourage people to care about where they live. The neighbourhood will support natural, social and recreational environments for a healthy community.
3. **Diverse and Inclusive:** Community members of all ages and backgrounds are important to the community. The neighbourhood will be a safe, supportive and inclusive community. By providing appropriate and accessible services, programs, housing, transportation, amenities, and gathering places, we can support a community with diverse needs and backgrounds to live well and age in place.
4. **Affordable:** The ability of the community to afford basic needs - including healthy food, active transportation and affordable housing - is critical to a vibrant, diverse and healthy community. The neighbourhood will include diverse and affordable housing and amenities to help attract and retain a variety of residents, including students, young families, people with disabilities, and an aging population.
5. **Distinct:** Located on the traditional territory of the Musqueam First Nation and between UBC and Pacific Spirit Regional Park, the neighbourhood will be a compact and distinct village. The neighbourhood will maintain its intimate feel, human scale and community character, and ensure new development respects and complements this identity and form. The neighbourhood will honour and celebrate its heritage values, places and experiences, including its parks and green space as a defining feature of what makes it a great place to live.
6. **Connected and Accessible:** The ability to easily move around and connect with each other, nature and nearby destinations increases people's health, sense of belonging and ability to respond to community issues. The neighbourhood will support safe and comfortable transportation options for residents and visitors, including those with accessibility needs, with priority given to walking, cycling and transit. The neighbourhood will also support spaces, events and activities for people to meet, gather, socialise and celebrate with each other.
7. **Sustainable and Resilient:** The neighbourhood will explore local solutions to global issues. This includes reducing greenhouse gas emissions and adapting to the effects of current and future climate change. This also includes planning, protecting, enhancing and maintaining parks and green space as beautiful and beloved public resources

HOW MUCH DO YOU AGREE OR DISAGREE?



WHAT DO YOU THINK?

The most common themes were:

General Support for Principles

Survey: 19 comments

Some respondents indicated that the guiding principles are good, and in some cases exemplary, thoughtful and forward-looking.

Principles are Unattainable

Survey: 13 comments

Some respondents indicated concern for the achievability of the principles, referencing the importance of respecting and honouring the neighbourhood's existing conditions and local migration trends, and protecting affordable housing and green space from increased development and densification.

Desire for Context and Connection to Adjacent Neighbourhoods

Survey: 6 comments

Some respondents indicated a desire for the principles to acknowledge Area D's proximity to and interdependence with other neighbourhoods in the UEL and regional destinations at UBC, especially in regards to the "Complete" and "Distinct" Principles.

Concern for Pace of Change and Development

Survey: 4 comments

Some respondents indicated concern for and general resistance to development.

Other

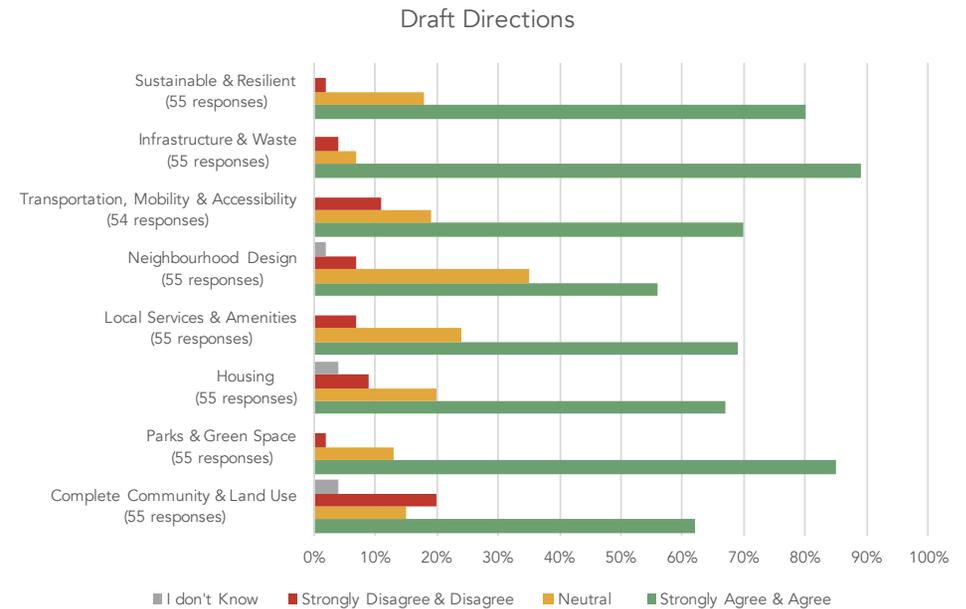
Respondents provided additional comments related to the following themes with 3 or fewer comments:

- Increase Connectedness through Alternative Transportation Options (3 comments)
- Increase Housing Density (2 comments)
- Enhance Sustainability & Resilience (1 comment)
- The Neighbourhood is Becoming Less Distinct (1 comment)

During the Design Charrette, Public Design Review Open Houses, Public Design Review Pop-up Events and through the online survey, participants were invited to tell us what they thought about the draft directions or priority areas:

1. **Complete Community and Land Use:** Plan, through land use, a more complete community where people can live, work, play and thrive.
2. **Housing:** Support diverse and affordable housing options that meet the needs of current and future residents.
3. **Parks and Green Space:** Preserve, enhance and expand healthy parks and green spaces.
4. **Local Services and Amenities:** Support a vibrant community and local economy that provides a range of business, cultural, creative and recreational spaces and activities.
5. **Neighbourhood Design:** Create vibrant and memorable places and experiences that bring people together, conserve and celebrate history and strengthen the Area's identity.
6. **Transportation, Mobility and Accessibility:** Create a more sustainable transportation system in Area D.
7. **Infrastructure and Waste Services:** Ensure the community has access to sustainable and affordable water, sewer, stormwater and waste management infrastructure.
8. **Sustainability and Resilience:** Encourage a more sustainable and resilient community, reducing our emissions and adapting to climate change.

HOW MUCH DO YOU AGREE OR DISAGREE?



WHAT DO YOU THINK?

The most common themes were:

Strong Support for Draft Directions

Online Survey: 11 comments

Respondents indicated support for the draft principles, with some describing them as exemplary, robust, thoughtful and forward-looking.

Draft Directions are Unattainable

Online Survey: 5 comments

Respondents indicated concern for the achievability of the Neighbourhood Directions, including who will pay for implementation. Some indicated these directions are better suited to larger communities. Participants indicated concern for increasing development and implications on the environmental sustainability of the community.

Concern for Pace of Change and Development

Online Survey: 4 comments

Respondents indicated concern for and resistance to future development. Reasons included concern for loss of natural forest and green space or insufficient road capacity.

Other

Respondents provided additional comments related to the following themes with 3 or fewer comments:

- Increase Housing and Housing Density (3 comments)
- Increase Connection to other Areas (3 comments)
- Increase Parks and Green Space (2 comments)
- Consider Pros and Cons of the Skytrain (2 comments)
- Improve Car Network (2 comments)
- Draft Directions are Unclear (2 comments)
- Clarify Structure of the Plan (2 comments)
- Prioritize Directions (2 comments)
- Infrastructure Cannot be Affordable (1 comment)
- Add Arts and Culture (1 comment)
- Increase Accessibility and Easy Access to Neighbourhood (1 comment)

“NOW” “WOW” “HOW”

Building on public input we received in Phase 2a, this “Now Wow How” exercise helped to understand the participant’s perspectives on the current state on various topics, future aspirations on these topics, and strategies to achieve their aspirations.

AREA D TODAY - “NOW”

During the Design Charrette (at the Public Ideas Jam and Stakeholder Workshop), participants were invited to tell us about the current state of Area D on a large “Community Map” and worksheet. Participants placed sticky notes on the community map and facilitators used a legend with symbols to guide the discussion and annotate the map (see Neighbourhood Mapping Legend). There were nearly 100 sticky notes related to what participants like, what they are concerned about and what could be improved in Area D.

	NEIGHBOURHOOD HEART Where is the heart of the neighbourhood? What is your primary meeting place?
	NEIGHBOURHOOD ASSETS What are the “special places” that you’d like to protect or enhance? Are there secondary places you like to go? When you go for a leisure walk, where do you pause? What places do you go out of your way to pass by?
	GATEWAYS Where are the key gateways? When do you feel you are passing a threshold into the community?
	ROUTES Walking, cycling and riding routes – what routes do you like to move along?
	IMPROVEMENT AREAS What areas need improvement? What areas do you avoid / go out of your way to avoid?
	UNSAFE AREAS Where do you (or your family members) feel unsafe or uncomfortable? Why?
	BARRIERS Are there barriers to pedestrian and cycle movement?
	IDEAS FOR THE FUTURE Provide additional ideas for the future on sticky notes. How can we support a more complete community?

Figure 1: Neighbourhood Mapping Legend

The most common themes were:

NEIGHBOURHOOD IDENTITY

Enhance the Area’s Distinct Character

Ideas Jam & Stakeholder Workshop: 11 comments

Located between UBC and Pacific Spirit Regional Park on the traditional territory of the Musqueam First Nation, Area D is seen as a distinct village, described by some participants as gorgeous, clean and eclectic with heritage character and views to the ocean and mountains. These respondents seek to preserve and build on Area D’s assets and unique characteristics.

Create a Cohesive Vision

Ideas Jam & Stakeholder Workshop: 6 comments

There is a desire to create a unified vision for the neighbourhood (identified by participants as currently lacking), with a clear community heart and connections to gathering places, tied together by coherence in form and character.

GREEN SPACE

Protect, Enhance and Re-imagine Green Space

Ideas Jam & Stakeholder Workshop: 22 comments

Participants indicated that access to the forest nature preserve, its walking/hiking/cycling trails and beaches as well as local parks and green spaces are highly valued assets. However, they indicated they could be better protected, enhanced, re-imagined, programmed and used, in particular the Bridle Path and Jim Everett Memorial Park. Participants requested more tree planting, places to gather, socialize and sit and play areas for children and youth.

TRANSPORTATION

Enhance Walkability and Pedestrian Infrastructure

Ideas Jam & Stakeholder Workshop: 12 comments

Participants indicated that Area D is highly walkable to key local destinations but some pedestrian infrastructure is in need of improvement. There is a desire for more seamless connectivity across the pedestrian network. There is also a desire, in specific locations, to address boulevard wear and tear and to expand the width of sidewalks to accommodate people with disabilities, people with strollers and high pedestrian volumes during peak travel times.

Enhance Active Transportation

Ideas Jam & Stakeholder Workshop: 10 comments

Participants indicated that Area D's close proximity to UBC and the broader UEL community is highly valued and attracts people to live in the area. There is a desire to improve the connectivity of the local active transportation network to key community and commercial hubs across the peninsula by improving the design of local streets, inter-neighbourhood pedestrian and cyclist pathways and the accessibility of public transit stops.

Plan for Multi-modal Streets

Ideas Jam & Stakeholder Workshop: 10 comments

Participants indicated a desire to create a safer, more efficient and fair transportation system with more multi-modal streets – these are streets planned and designed for shared use by cars, public transit riders, cyclists and pedestrians. Specifically there is a desire to minimize the risk of harm or injury from vehicular accidents at select intersections, such as King's Road and University Boulevard, and to improve commercial loading and unloading in University Marketplace. Limited vehicular and bicycle parking is also a concern for participants.

COMMERCIAL AMENITIES

Increase Local-serving Amenities

Ideas Jam & Stakeholder Workshop: 10 comments

Participants indicated that Area D's commercial amenities are appropriately located in the heart of the UEL and in close proximity to UBC. However, there is concern that the Village's services cater predominantly to students and there is a need to increase the range of commercial spaces and local-serving amenities that serve permanent and long-term residents.

HOUSING

Mixed Support for Existing Low Density Housing

Ideas Jam & Stakeholder Workshop: 5 comments

Participants were mixed in their support and concern for higher density development. Some participants indicated a desire to maintain the current scale of housing while others indicated a desire for higher density and affordable housing.

Diverse Housing Types and Tenures

Ideas Jam & Stakeholder Workshop: 5 comments

Participants indicated that the wide range of housing types and tenures currently available is an asset to current and future residents. Participants did indicate a desire to continue to improve this range of housing options, with a focus on adding rental and affordable housing to the area.

OTHER

Participants provided additional comments related to the following themes with 3 or fewer comments:

- Welcome Diverse Residents and Visitors to Area D (3 comments)
- Waste Management (2 comments)
- Improve Lighting and Safety (2 comments)

THE FUTURE OF AREA D - "WOW"

During the Design Charrette (at the Public Ideas Jam and Stakeholder Workshop), participants were invited to imagine the future of Area D and to tell us their vision for the coming 20 years on a worksheet. Participants could place post-it notes on the worksheet. There were approximately 50 sticky notes related to participants' "WOW" ideas.

The most common themes were:

GREEN SPACE

Green Neighbourhood

Ideas Jam & Stakeholder Workshop: 18 comments

Participants indicated a desire for Area D to be a lush and exceptionally green neighbourhood, with well-connected treed boulevards, parks and green spaces, activated by public programming such as community gardens and festivals.

TRANSPORTATION

Sustainable Transportation

Ideas Jam & Stakeholder Workshop: 17 comments

Participants indicated a desire for Area D to have a sustainable transportation network, creating and sustaining a walkable community, connected to UBC and lelam commercial hubs, with appropriate infrastructure for people walking and cycling and taking public transit, in particular along Western Parkway.

COMMERCIAL AMENITIES

Public Place for Gathering

Ideas Jam & Stakeholder Workshop: 5 comments

Participants indicated a desire for Area D to have a pedestrian-oriented public plaza in the Village that serves as a community-gathering place.

NEIGHBOURHOOD IDENTITY

Community Identity and Belonging

Ideas Jam & Stakeholder Workshop: 5 comments

Participants indicated a desire for Area D to be a safe, supportive and inclusive community, anchored by a strong connection to place and by a diversity of long-term residents that live well and age in place.

OTHER

Participants provided additional comments related to the following themes with 3 or fewer comments:

- Implement Sustainability Initiatives (3 comments)
- Increase Housing Density around University Marketplace (2 comments)
- Maintain Existing Density (1 comment)
- Waste Management (1 comment)

THE FUTURE OF AREA D - "HOW"

During the Design Charrette (at the Public Ideas Jam and Stakeholder Workshop), participants were invited to tell us ideas for strategies and actions to achieve their vision for the future of Area D on a worksheet. Participants could place post-it notes on the worksheet. There were nearly 80 sticky notes related to participants' "HOW" ideas.

The most common themes were:

COMPLETE COMMUNITY

Develop Community Amenity Policies

Ideas Jam & Stakeholder Workshop: 19 comments

Participants suggested a range of strategies and policy options to create and/or maintain community amenities, including affordable and rental housing; green space; high-quality buildings; pedestrian infrastructure; street lighting; and emergency services.

Policies suggested include:

- Community Amenity Contributions;
- Development Cost Charges;
- Density Bonusing; and,
- Design Guidelines for form and character.

TRANSPORTATION

Support a Sustainable Transportation Network

Ideas Jam & Stakeholder Workshop: 14 comments

Participants suggested a number of strategies to improve the infrastructure and logistics of moving people and goods around by all forms of transport. Specifically, there were suggestions to maximize people's transportation choices and to increase trips made by active modes of travel by developing a minimum grid of bicycle paths, widening sidewalks for peak pedestrian traffic flows, improving pedestrian connections to public transit (such as through driverless shuttle buses). Also, there were suggestions to improve transportation safety by designing and implementing traffic calming measures, allotting curb space for car-share and Uber/ Taxi service, and encouraging low carbon forms of transport (such as Electric Vehicles and Electric Vehicle charging stations).

GREEN SPACE

Protect, Enhance and Program Parks, Green Space and Natural Environment

Ideas Jam & Stakeholder Workshop: 16 comments

Participants suggested a diversity of ideas to enhance Area D's natural environment. Protection strategies include retaining existing green spaces, such as parks and the Bridle Path. Enhancement strategies include planting wide canopied trees, greening underutilized spaces (such as along Kings Road and University Boulevard) and enhancing sidewalk boulevards with increased canopy cover, planted trees, and improved pacing and lighting. Programming ideas include promoting the use of public space for food security, such as community gardens, and community gathering, such as through playgrounds. Key areas identified for community programming include the Bridle Path, building rooftops and Jim Everett Memorial Park.

COMMERCIAL AMENITIES

Support Local-serving Commercial Spaces and Services

Ideas Jam & Stakeholder Workshop: 9 comments

Participants suggested that Area D increase its range of commercial spaces and local serving amenities by moving away from student-services such as fast food restaurants to diverse and local-serving retail (such as bakeries, grocery stores and family-friendly restaurants). Other ideas included enabling more co-working and research spaces, and activating commercial and residential laneways to enhance community connectedness.

HOUSING

Maintain and Increase Affordable and Rental Housing

Ideas Jam & Stakeholder Workshop: 7 comments

Participants suggested encouraging affordable and rental housing, such as by requiring an equal proportion of rental and ownership (50/50) housing options and supporting more low-income workers and families in the area.

Increase Housing Density

Ideas Jam & Stakeholder Workshop: 6 comments

Participants suggested increasing housing density, at the centre of Area D, while transitioning to lower density buildings further away from the centre.

Foster the Area's Distinct Identity

Ideas Jam & Stakeholder Workshop: 6 comments

Participants suggested fostering a more distinct identity and sense of place in Area D. Some suggestions include creating unique streetscapes, improving pedestrian infrastructure (specifically at Western Parkway and University Boulevard), placing a gateway sign at the Lutheran Campus location, using a conservation-based approach to design, and having green streets and a skytrain hub.

OTHER

Participants provided additional comments related to the following themes with 3 or fewer comments:

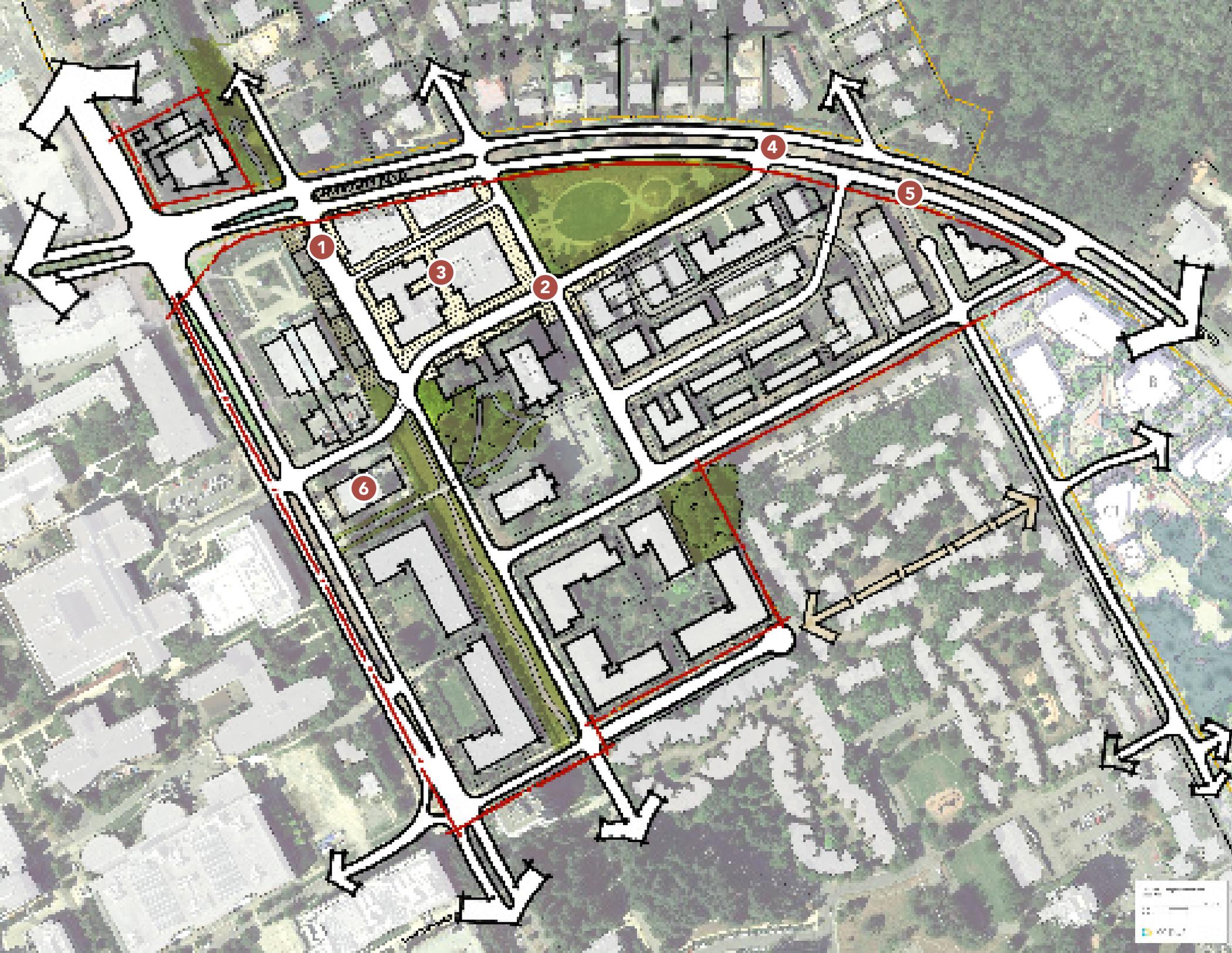
- Waste Management (2 comments)
- Coordinate and Develop Partnerships with UBC and IELM (2 comments)

COMMERCIAL VILLAGE CONCEPT

The Commercial Village design concept focuses on boosting the commercial character of the neighbourhood and creating more complete streets around the current Village. Area D's commercial Village is a popular destination for residents and students to stroll and enjoy access to shops and services. An enhanced Village supports more local business and jobs, adds more programs and services and increases the safety and comfort for people who walk, bike, take transit and drive to the Village. It encourages a variety of low and medium rise buildings that provide housing options for a diverse community.

The Commercial Village Big Moves include:

- 1** Increase commercial space around the current Village and create "two-sided" commercial streets along Western Parkway and Dalhousie Road by permitting permanent or temporary retail space such as farmers markets and food trucks.
- 2** Activate the three corners at Dalhousie Road and Allison Road around Jim Everett Memorial Park with additional commercial and cultural uses.
- 3** Activate the pedestrian pathways throughout the Village with outdoor shops, additional seating, lighting, art and murals.
- 4** Support the movement of goods and first responders in and out of the Village by relocating the signalized traffic light to Dalhousie Road and University Boulevard and creating a new street connection between Western Parkway and Wesbrook Mall.
- 5** Reduce vehicular traffic along Acadia Road by closing the intersection at University Boulevard.
- 6** Support health related retail, office and residential space by allowing a mid-rise (4-6 storey) mixed use building along Wesbrook Mall across from the hospital.
- 7** Explore a mid-rise (4-6 storey) residential and institutional building at the northeast corner of University Boulevard and Wesbrook Mall.
- 8** Maintain the low to mid-rise (3-4 storey) residential buildings at the northeast corner of Ortona Road and Acadia Road to remain consistent with the scale and density of the future adjacent residential buildings at lelam and to reduce any shadow and privacy impacts



LIKES

Online survey respondents (42) and in-person event participants provided 71 open-ended responses to the question “What do you like about the Commercial Village Concept?”.

The common themes were:

COMMERCIAL

Big Move 1 | Increase commercial space

Survey: 12 comments; In-person events: 5 comments

Participants support increased commercial space, particularly family friendly local-serving commercial and retail (including farmer’s market), as well as some specific support for kiosks / pavillions on Western Parkway.

Big Move 3 | Activate pedestrian pathways

Survey: 6 comments

Participants indicated support for activating the pedestrian pathways throughout the Village with outdoor shops, additional seating, lighting, art and murals.

No change

Online Survey: 4 comments

Participants indicated concern for future development for fear of loss of urban forest and green space, and insufficient transportation infrastructure to accommodate growth.

HOUSING

Big Move 6 | New mixed-use building along Wesbrook Mall

Survey: 7 comments; In-person events: 2 comments

Participants indicated support for the re-development of the 2140 Wesbrook Mall property to a 4-6 storey mixed-use building, such as with a focus on medical care and health sciences.

Interest in low to mid rise density

Survey: 5 comments

Participants indicated support for low to mid rise density buildings that are 4-6 storeys as appropriate for Area D.

Big Move 8 | Maintain Liberta property

Survey: 4 comments

Participants indicated support for maintaining the current scale of low-rise buildings to the South of Ielām, in particular at the Liberta properties.

TRANSPORTATION

Big Move 4 | Signal light at Dalhousie Road

Survey: 5 comment

Participants indicated support for installing a signal light at the intersection of Dalhousie Road and University Boulevard to better support traffic flow along Dalhousie Road.

Big Move 5 | Acadia Road closure

Survey: 5 comment; In-person events: 1 comment

Participants indicated support for closing Acadia Road to vehicular traffic.

GENERAL

Support Commercial Village Concept

Survey: 7 comment

Participants indicated general support for the Commercial Village concept and its big moves.

OTHER

Respondents provided additional comments related to the following themes with 3 or fewer comments:

- Big Move 2 | 3 corners (3 comments)
- Big Move 7 | 4-6 storey residential and institutional building on Lutheran Campus property (3 comments)
- Improve Transportation Network (3 comments)
- Support Active Transportation (3 comments)
- Support for Residential Towers (2 comments)
- Protect Parks (2 comments)
- Increase Variety of Buildings (1 comment)
- Implement Traffic Calming Measures (1 comment)
- Do Not Support Concept (1 comment)

CONCERNS

Online survey respondents (47) and in-person event participants provided 86 open-ended responses to the question “What do you like about the Commercial Village Concept?”.

The common themes were:

COMMERCIAL

Student-serving commercial

Survey: 12 comments; In-person events: 1 comment

Participants indicated concern for increasing certain types of commercial spaces, in particular student-serving fast food and liquor primary establishments, that could lead to littering and late-night loitering, noise and public safety issues.

Big Move 2 | Activating Dalhousie Road and Allison Road

Survey: 4 comments

Participants indicated concern for activating the three corners at Dalhousie Road and Allison Road around Jim Everett Memorial Park with additional commercial and cultural uses as some indicated it is not needed nor viable.

HOUSING

Increase buildings heights and density

Survey: 6 comments; In-person events: 5 comments

Participants indicated concern for the proposed increase in density and additional building heights. Some indicated concern for high and mid-rise buildings, preferring low-rise buildings.

Insufficient buildings heights and density

Survey: 5 comments; in-person events: 3 comments

Participants indicated a desire for more density to accommodate growing populations than proposed in the Commercial Village concept.

Big Move 7 | Redevelopment at Lutheran Campus

Survey: 4 comments

Participants indicated concern for the redevelopment of the Lutheran Campus into a mid-rise building.

TRANSPORTATION

Traffic

Survey: 8 comments; In-person Events: 1

Participants indicated concern for increased vehicular traffic, congestion, noise and/or public safety risks. For example, there was concern about Uberfoods at traffic rush hour.

Limited parking

Survey: 3 comments

Participants indicated concern for a reduction in available public parking.

Big Move 5 | Acadia Road closure

Survey: 7 comments; In-person events: 3

Participants indicated concern for the proposed closure of Acadia Road, as it is perceived to be unnecessary or may impact the local transportation network from the Ieləñ development.

Big Move 4 | Traffic Impacts

Survey: 4 comments

Participants indicated concern that the transportation network interventions described in Big Move 4 – signalized traffic light at Dalhousie Road and University Boulevard and Western Parkway and Wesbrook Mall street connection could have negative impact on the use of the network. Impacts suggested include:

- An increase in through-traffic on Dalhousie Road, such as an increasing number of people will cut through the neighbourhood to avoid the intersection at University Boulevard and Wesbrook Mall; and,
- Disruption of local bus service and the after school crossing at Acadia Road due to new signalized intersection on University Boulevard.

OTHER

Respondents provided additional comments related to the following themes with 3 or fewer comments:

- Big Move 1 | 2-sided commercial (3 comments)
- Connect The Village to Ieləñ (2 comments)
- No Concerns (3 comments)
- Concern for Pace of Change and Development (3 comments)
- Lack of Clarity (3 comments)
- Improve Laneway Loading/Unloading (2 comments)
- Big Move 6 | Mixed Use Building along Wesbrook Mall across from the Hospital (2 comments)
- Big Move 8 | Maintain Liberta Properties Building Heights (1 comment)

SUGGESTIONS

Online survey respondents (30) and in-person event participants provided 46 open-ended responses to the question “What would you suggest to improve the Commercial Village concept?”.

The common themes were:

COMMERCIAL

Expand commercial space and amenities

Survey: 3 comments; In-person Events: 4 comment

Participants suggested expanding commercial space, such as along “Main Streets”(only), Western Parkway and Dalhousie Road (L-shaped), and along Dalhousie Road, Acadia Road and at the Lutheran Campus as mixed-use buildings.

Increase building density and height

Survey: 6 comments; In-person events: 1 comment

Participants suggested increasing building density and/ or heights.

TRANSPORTATION

Plan for multi-modal transportation

Survey: 5 comments; In-person events: 2 comments

Participants suggested increasing support for multi-modal transportation, such as car share, bicycle paths along Toronto Road and the Bridle Path, sheltered bus stops, improved pedestrian access from the Village to Ielam and UBC and a stop for the Millennium Line Broadway Extension.

Improve vehicular movement

Survey: 3 comments; in-person events: 6 comments

Participants suggested network improvements to vehicular routes, such as signalizing at either end of Western Parkway to Dalhousie Road, preventing left turns from westbound Agronomy Road to southbound Wesbrook Mall, as well as emergency access through Acadia if closed.

PARKS & GREEN SPACE

Enhance Parks and Green Space

Survey: 4 comments; In-person Events: 2 comment

Participants suggested enhancing existing parks and green space, such as by increasing canopy cover, and adding more seating, zero waste bins, and seasonal cultural programming at Jim Everett Memorial Park.

Improve Public Realm

Survey: 2 comments; In-person Events: 6 comment

Participants suggested increasing landscaping and hardscaping to remedy muddied areas along Dalhousie Road and to plant and support mature trees along Wesbrook Mall and throughout Area D.

OTHER

Respondents provided additional comments related to the following themes with 3 or fewer comments:

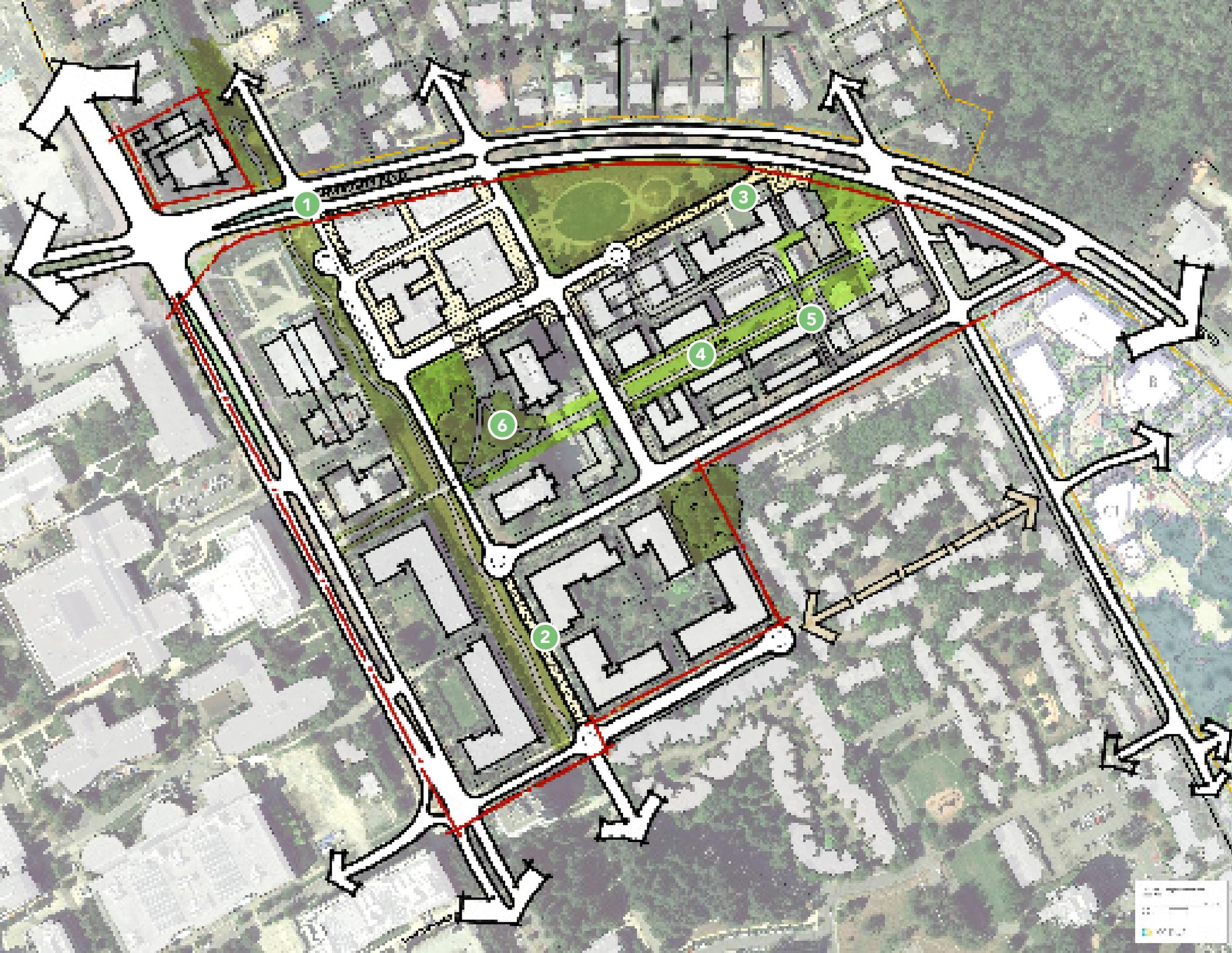
- Prevent any Increase in Housing Density and/or Height (3 comments)
- Enhance the Stewardship of Public Space (Management, Programming and Maintenance including By-law Enforcement) (3 comments)
- Plan All Weather Spaces (2 comments)
- Do Not Support the Concept (2 comments)
- Support the Concept (1 comment)
- Preserve Heritage (1 comment)

GREEN STREETS CONCEPT

The “Green Streets” design concept focuses on boosting the green character of the neighbourhood by beautifying and “greening” streets, park edges and buildings. Green streets create more beautiful, interesting and diverse streets and buildings and increase places for people to connect. They also support environmental benefits such as increasing ecological diversity, providing habitat for pollinators, reducing stormwater flow, improving water quality, and reducing urban heating. It encourages a variety of low, medium and high-rise buildings that provide housing options and support new green infrastructure.

The “Green Streets” Big Moves include:

- 1 Reduce traffic conflicts at Western Parkway and University Boulevard by making the north bound intersection right-turn only.
- 2 Calm traffic along Western Parkway between Toronto Road and Agronomy Road by creating a shared green street. This portion of the Bridle Path could be widened with food gardens, gathering and play areas and green infrastructure.
- 3 Limit traffic along Dalhousie Road by closing off the intersection at University Boulevard and converting the eastern portion of Dalhousie Road to a shared green street allowing for additional green and public gathering spaces and multi-modal movement (pedestrians, cyclists, first responders and residents permit parking).
- 4 Transform Kings Road into a green street or linear park with wider pedestrian paths, outdoor seating, gathering and play areas, food gardens, bioswales and additional trees.
- 5 Support vehicle access between Dalhousie Road and Toronto Road by maintaining the existing laneways and relocating the north-south laneway further west.
- 6 Strengthen east-west pedestrian connections by creating a greenway between Western Parkway and Allison Road.
- 7 Explore a low to medium-rise (2-6 storey) building at the northwest corner of Toronto Road and Allison Road.
- 8 Explore a high-rise (12-14 storey) building at the northwest corner of Toronto Road and Acadia Road to interface with the new development and support the community benefit of green streets.



LIKES

TRANSPORTATION

Traffic Calming Measures

Survey: 6 comments; In-person Events: 2 comments

Participants indicated general support for traffic calming measures such as road closures and reduction in through-traffic (vehicles passing through the neighbourhood without stopping). Support for specific traffic calming measures include the following:

Big Move 1 | Western Parkway Right-out Only

Survey: 4 comments

Participants indicated support for improving the transportation network by making Western Parkway right-out only onto University Blvd.

Big Move 3 | Dalhousie Road a Shared Street

Survey: 3 comments

Participants indicated support for improving the transportation network by making Dalhousie Road a shared street for pedestrians, cyclists and drivers.

Big Move 5 | Laneway Alignment

Survey: 2 comments

Participants indicated support for improving the transportation network by maintaining the existing laneways and relocating the north-south laneway between Dalhousie Road and Toronto Road further west.

Big Move 2 | Western Parkway a Shared Street

Survey: 1 comment; In-person Events: 1 comment

Participants indicated support for improving the transportation network by making a portion of Western Parkway a shared street for pedestrians, cyclists and drivers.

Big Move 6 | Pedestrian Connectivity

Survey: 11 comments; In-person Events: 1 comment

Participants indicated support for increased pedestrian connectivity created by the Green Streets concept.

PARKS AND GREEN SPACE

Green Space Expansion

Survey: 8 comments

Participants indicated general support for increased green spaces and natural elements throughout Area D.

Big Move 4 | Kings Road Linear Park

Survey: 4 comments; In-person Events: 5 comments

Participants indicated support for the proposed closure of Kings Road as a pedestrian greenway and amenity space.

GENERAL

Support Green Streets Concept

Survey: 13 comments

Participants indicated general support for the Green Streets Concept.

OTHER

Respondents provided additional comments related to the following themes with 3 or fewer comments:

- Big Move 8 | Increasing Density at Acadia Road (2 comments)
- Encourage Neighbourliness (2 comments)
- Big Move 7 | Low-Medium density (1 comment)
- Do not support concept (2 comments)
- Good Design (3 comments)

CONCERNS

Online survey respondents (41) and in-person event participants provided 67 open-ended responses to the question “What concerns you about the Green Streets Concept?”.

The common themes were:

TRANSPORTATION

Traffic Impacts

Survey: 9 comments; In-person Events: 4 comments

Participants indicated concern for the impact of reducing vehicular access at Kings Road on local and commuter traffic.

Parking Impacts

Survey: 4 comments; In-person Events: 2 comments

Participants indicated concern for the impact of closing Kings Road on street level parking supply.

HOUSING

Big Move 8 | Increasing Density at Acadia Road

Survey: 13 comments

Participants indicated concern for high-rise buildings along Acadia Road for a number of reasons such as the impacts of shadowing on other buildings, the perception of adequate housing supply provided by lelam and interest in alternative financing options for the proposed green streets amenities.

GENERAL

No Concerns

Survey: 4 comments

Participants indicated no concerns with the Green Streets concept.

Stewardship of Green Streets

Survey: 8 comments; In-person Events: 4 comments

Participants indicated concerns for the sustainable stewardship of green streets, including the management, programming and maintenance, the management of traffic, and the viability of implementing and realizing the concept.

OTHER

Respondents provided additional comments related to the following themes with 3 or fewer comments:

- Concern for Loss of Affordable Housing and Displacement (3 comments)
- Concern for Pace of Change (3 comments)
- Big Move 3 | Dalhousie Shared Street (2 comments)
- Preservation and Maintenance of Green Space (2 comments)
- Big Move 2 | Western Parkway Shared Street (1 comment)
- Big Move 1 | Western Parkway Right-out Only (1 comment)
- Insufficient Housing Density (1 comment)
- Increase Commercial Space (1 comment)

SUGGESTIONS

Online survey respondents (30) and in-person event participants provided 47 open-ended responses to the question: “What would you suggest to improve the Green Streets concept?”

The common themes were:

HOUSING

Maintain Housing Density

Survey: 5 comments; In-person Events: 2 comments

Participants indicated general concern for high-rise buildings.

Increase Housing Density

Survey: 3 comments; In-person Events: 1 comment

Participants indicated support for more density than proposed in the Green Streets concept.

Affordable Housing

Survey: 1 comment; In-person Events: 5 comments

Participants suggested exploring ways to protect and expand affordable/rental housing options such as partnering with BC Housing and conducting a housing needs assessment to understand current and projected future housing supply and demand across the UEL.

TRANSPORTATION

Improve Vehicular Movement

Survey: 7 comments; In-person Events: 2 comments

Participants suggested a number of vehicle network improvements including adding a light at Western Parkway and University Boulevard, keeping Dalhousie Road open to vehicles, maintaining vehicular access to Area D from the South, conducting a Traffic Impact assessment of proposed network changes and providing underground parking requirement relaxations to new developments.

Improve Bicycle Pathways

Survey: 1 comment

Participants suggested improving bicycle infrastructure, in particular by adding bicycle parking and storage facilities along Toronto Road and Western Parkway to Agronomy Road.

PARKS & GREEN SPACE

Program and Activate Parks

Survey: 2 comments; In-person Events: 3 comments

Participants suggested activating existing parks through arts, culture and recreational programming.

OTHER

Respondents provided additional comments related to the following themes with 3 or fewer comments:

- Support for the Concept (3 comments)
- Do Not Support Concept (3 comments)
- Waste Management (2 comments)
- Improve Street Lighting (1 comments)
- Reduce Vehicle Noise (1 comments)

HYBRID CONCEPT

The “Hybrid” design concept combines different aspects of the “Commercial Village” Concept and the “Green Streets” Concept, focusing on enhancing the commercial character of the Village and the green character of the entire neighbourhood.

The “Hybrid” Big Moves include:

- 1 Increase commercial space around the current Village and create “two-sided” commercial streets along Western Parkway and Dalhousie Road by permitting permanent or temporary retail space such as farmers markets and food trucks.
- 2 Activate the three corners at Dalhousie Road and Allison Road around Jim Everett Memorial Park with additional commercial and cultural uses.
- 3 Activate the pedestrian pathways throughout the Village with outdoor shops, additional seating, lighting, art and murals.
- 4 Reduce traffic conflicts at Western Parkway and University Boulevard by making the north bound intersection right-turn only.
- 5 Calm traffic along Western Parkway between Toronto Road and Agronomy Road by creating a shared green street. This portion of the Bridle Path could be widened with food gardens, gathering and play areas and green infrastructure.
- 6 Transform Kings Road into a green street or linear park with wider pedestrian paths, outdoor seating, gathering and play areas, food gardens, bioswales and additional trees.
- 7 Support vehicle access between Dalhousie Road and Toronto Road by maintaining the existing laneways and relocating the north-south laneway further west.
- 8 Strengthen east-west pedestrian connections by creating a greenway between Western Parkway and Allison Road.
- 9 Support health related retail, office and residential space by allowing a mid-rise (4-6 storey) mixed use building along Wesbrook Mall across from the hospital.
- 10 Explore a high-rise (12-14 storey) building at the northwest corner of Toronto Road and Acadia Road to interface with the new lelaḡ development and support the community benefit of green streets.
- 11 Enhance pedestrian and vehicular experience by consolidating and reconfiguring the intersection where Kings Rd.,



UNIVERSITY BOULEVARD

COMMERCIAL MIXED-USE

4

1

3

2

5

11

6

7

10

8

9

WESTERN PARKWAY

WINDY

COMMUNITY GARDENS

BRIDAL TRAIL

HERONOMY

FUTURE LINK

UNIVERSITY BOULEVARD

COMMERCIAL MIXED-USE

DA

WESTERN

PARKWAY

BRIDAL TRAIL

HERONOMY

KIMSON ROAD

WOOD LOT

WOOD LOT

DATAHOUSE

LANE APARTMENTS

KIN'S GREENWAY

TENNIS HOUSES

APARTMENTS

APARTMENTS

LINK TO ROAD

APARTMENTS

APARTMENTS

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WOOD LOT

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WESTERN PARKWAY

WINDY

COMMUNITY GARDENS

BRIDAL TRAIL

HERONOMY

FUTURE LINK

UNIVERSITY BOULEVARD

COMMERCIAL MIXED-USE

DA

WESTERN

PARKWAY

BRIDAL TRAIL

HERONOMY

KIMSON ROAD

WOOD LOT

WOOD LOT

DATAHOUSE

LANE APARTMENTS

KIN'S GREENWAY

TENNIS HOUSES

APARTMENTS

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LINK TO ROAD

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WOOD LOT

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WOOD LOT

LIKES

Online survey respondents (34) and in-person event participants provided 49 open-ended responses to the question: “What do you like about the Commercial Village Concept?”

The common themes were:

PARKS & GREEN SPACE

The Protection and Expansion of Green Space

Survey: 14 comments;

Participants indicated support for expanding parks, green space and trees throughout the neighbourhood, as well as improving connection to existing green space.

COMMERCIAL

The Expansion of Commercial Space and Amenities

Survey: 6 comments;

Participants indicated support for increasing commercial space, including improving the quality and mix of options, and support for the idea of ‘shipping container’ temporary structures or food trucks

HOUSING

The Increase in Housing Density and Height

Survey: 4 comments;

Participants indicated support for higher and more dense residential buildings in the neighbourhood.

GENERAL

Support for Hybrid Concept

Survey: 14 comments

Participants indicated support for the Hybrid concept, with some preferring this concept over the Commercial Village and Green Streets concepts.

OTHER

Respondents provided additional comments related to the following themes with 3 or fewer comments:

- Traffic Calming Measures (3 comments)
- Improvements to the Public Realm (3 comments)
- Confusion About the Hybrid Concept (2 comments)
- Increased Pedestrianization (2 comments)
- Support for Mixed Use Building along Wesbrook Mall across from the Hospital (1 comment)
- Do Not Support the Concept (1 comment)

CONCERNS

HOUSING

Concern for Increasing Housing Density

Survey: 6 comments

Participants indicated concern for increased building density (beyond what was proposed on Acadia Road, and at the building across from the hospital) including an increase in live/work space.

COMMERCIAL

Concern for Increasing Commercial

Survey: 5 comments

Participants expressed lack of support for proposed additional commercial space due to concerns for viability, cleanliness, and dislike of existing commercial offerings (“fast food and dollar store”), some specifically against development on Dalhousie

GENERAL

Confusion About the Concept

Survey: 6 comments

Participants indicated confusion over the big moves for the Hybrid Concept as they were not listed like in the Commercial Village and Green Streets Concepts’.

OTHER

Respondents provided additional comments related to the following themes with 3 or fewer comments:

- Concern for traffic and decrease in available parking (3 comments)
- Vehicular Network Recommendations (2 comments)
- Limited Connections to Adjacent Neighbourhoods (2 comments)
- Need for More Bicycle Infrastructure (2 comments)
- Concern for public access to Chancellor Court’s forested area (2 comments)
- Concern for Any Change Proposed in Concept (2 comments)
- Concern for Green Streets Stewardship (1 comment)
- Concern for Development Pressure on Other Areas (1 comment)
- Desire to Protect and Expand Affordable Housing (1 comment)
- No Concern (1 comment)
- Concern for Viability and Implementation (1 comment)

SUGGESTIONS

TRANSPORTATION

Increase Traffic Calming Measures

Survey: 4 comments; In-person Events: 3 comments

Participants suggested additional traffic calming measures such as road closures and speed bumps to discourage through-traffic and to improve pedestrian safety.

GENERAL

Clarify Big Moves

Survey: 7 comments

Participants indicated confusion over the big moves for the Hybrid Concept as they were not listed like in the Commercial Village and Green Streets Concepts'.

OTHER

Respondents provided additional comments related to the following themes with 3 or fewer comments:

- Mixed Support for Pedestrian Walkways (3 comments)
- Concern for Increased Housing Density (3 comments)
- Increase By-law Enforcement of Waste Management and Noise Issues (3 comments)
- Improve Marketplace and King's Road Lanes (2 comments)
- Increase Active Transportation Infrastructure (2 comments)
- Mixed Opinions on Parking (2 comments)
- Increase Housing Density (2 comments)
- Improve Street Lighting (2 comments)
- Concept Needs Refinement (2 comments)
- Lack of Support for Road Closure (1 comment)
- Develop Affordable Housing Requirements (1 comment)
- Lack of Support for additional Commercial Space (1 comment)
- No Concern (1 comment)
- Concern for Any Change Proposed in Concept (1 comment)



BRITISH
COLUMBIA

