

YVR Templeton Area Redevelopment Project  
Fall 2018 Community Engagement  
Summary Report  
February 2019



*Lucent Quay Consulting Inc. (Lucent Quay) prepared this report for Vancouver Airport Authority (YVR). Lucent Quay is a Vancouver-based communications firm specializing in community and stakeholder engagement. This Planning and Consultation Input Community Survey Summary Report presents feedback received from Sea Island Community residents about the Templeton Area Redevelopment Project.*

*Input was collected online using the EngagementHQ online community engagement software, which stores all data in Canada, and through emails sent to the YVR Community Relations Team during the consultation period.*

*The input received reflects the interests and opinions of people who chose to participate in the survey and may not reflect the opinions of the general population. YVR's collection, use and disclosure of personal information is regulated by the Personal Information Protection and Electronic Documents Act (Canada).*

## TABLE OF CONTENTS

<b>1</b>	<b>OVERVIEW .....</b>	<b>2</b>
<b>2</b>	<b>PHASE 3 ENGAGEMENT PROCESS.....</b>	<b>2</b>
2.1	COMMUNITY ADVISORY COMMITTEE.....	2
2.2	ONLINE ENGAGEMENT SITE .....	3
<b>3</b>	<b>NOTIFICATION .....</b>	<b>3</b>
<b>4</b>	<b>PARTICIPATION.....</b>	<b>3</b>
<b>5</b>	<b>SURVEY RESPONSE SUMMARY .....</b>	<b>4</b>
5.1	CORRIDOR DESIGN .....	4
5.1.1	<i>North Corridor Design Elements.....</i>	<i>5</i>
5.1.2	<i>Middle Corridor Design Elements .....</i>	<i>6</i>
5.1.3	<i>South Corridor Design Elements .....</i>	<i>8</i>
5.1.4	<i>Overall Project Design .....</i>	<i>9</i>
5.2	FORMAT AND LOCATION OF SOCIAL COMMONS AREA .....	10
5.3	LANDSCAPE AND DESIGN.....	13
5.4	MULTI-USE PATH.....	14
5.5	SERVICE ROAD .....	16
5.6	ADDITIONAL AMENITIES .....	17
5.7	PUBLIC ART AND WAYFINDING .....	18
5.8	TOPICS FOR PHASE 4 ENGAGEMENT .....	19
5.8.1	<i>Key Areas of Interest .....</i>	<i>19</i>
5.8.2	<i>Key Questions .....</i>	<i>20</i>
<b>6</b>	<b>SUMMARY OF DIRECT REPLY FEEDBACK.....</b>	<b>21</b>
<b>7</b>	<b>NEXT STEPS .....</b>	<b>22</b>



## 1 Overview

Vancouver International Airport (YVR) is planning to redevelop approximately 44 acres of land in the Templeton Area, adjacent to Burkeville, a Sea Island residential neighbourhood. The redevelopment includes constructing a new cargo and logistics facility and an enhanced greenspace and corridor.

In YVR's Land Use Plan, the redevelopment area is designated Airside and Groundside Commercial.. Airside land use supports existing or future uses that require direct access to the airfield. A smaller portion of the area is designated as Groundside Commercial which allows for aviation related, aviation dependent and aviation compatible use, while also providing ground access offering connectivity to the regional road network. As part of the future development and regeneration of this site, YVR is committed to incorporating mitigation measures into design, construction and operational management plans, while also providing enhancements to the corridor between the neighbouring community and airport operations.

In November 2017, YVR began initial engagement (**Phase 1**) with Burkeville residents about the Templeton Area Redevelopment Project (the Project) as part of early planning to:

- Understand community priorities as they relate to the future Templeton area redevelopment
- Collect input that will be considered to develop an appropriate project enhancements and construction communications plan
- Request the community's participation in subsequent phases of planning
- Learn how the community would like to receive information and stay informed about the Project

Community feedback was collected through an online survey in November 2017 was summarized in a [separate report](#). This feedback was considered along with financial and technical information in developing draft concepts for community feedback in April/May 2018 (**Phase 2**). Results from this phase of engagement are also summarized in a [separate report](#).

Feedback during Phase 2 was collected through a Community Advisory Committee, two public open houses and a survey available online and in hard copy format at the open houses. Phase 2 community feedback was used to help define the topics for consultation in **Phase 3**, which focuses on YVR's plans for developing the Templeton Corridor.

Phase 3 engagement began in fall of 2018 and included a Community Advisory Committee and an online community survey. This report summarizes the results of Phase 3 of the community engagement.

## 2 Phase 3 Engagement Process

### 2.1 Community Advisory Committee

To initiate Phase 3 of the engagement process a Community Advisory Committee was formed to discuss draft designs and renderings that were developed as a result of community feedback from previous engagements. The committee comprised five volunteers from the Burkeville Community, six YVR Project leaders, one independent facilitator coordinating the meeting and one note taker documenting the proceedings. Representative board members from the Sea Island Community Association attended the first Community Advisory Committee meeting on September 18, 2018 as observers. Each meeting concluded by establishing a summary of the meeting outcomes which can be viewed in Appendix 7.3.

Feedback gained through the Advisory Committee meetings helped confirm consultation topics and some of the specific questions to be included in the online survey. The feedback provided also reaffirmed the community's concerns with airport noise, both during construction of the redevelopment and noise from ongoing airport activity.

## 2.2 Online Engagement Site

Phase 3 engagement utilized the EngagementHQ online community engagement platform, which offered the opportunity to create an image-rich survey and share geo-coded information about specific project improvements using the online mapping tool.

It is noted that the Advisory Committee recommended that YVR also hold a community information meeting; however, given the very focused nature of the Phase 3 scope and plans for a future Phase 4 engagement about the developers plans, YVR determined online to be the optimal format.

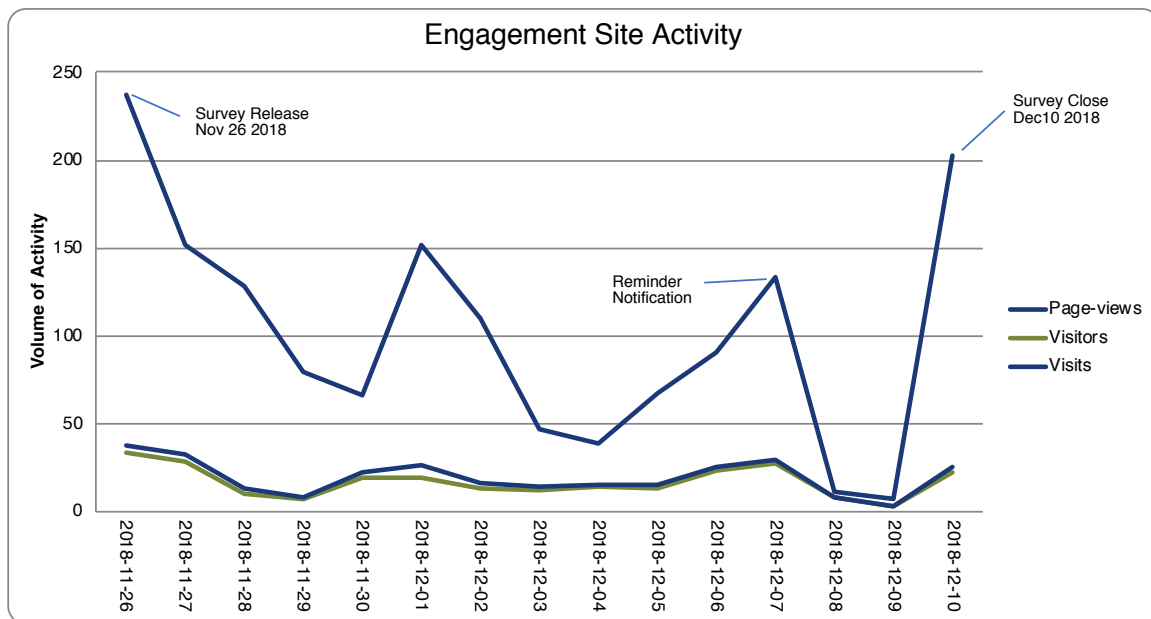
## 3 Notification

YVR notified Burkeville residents about the Project and the community survey available on the online engagement site [www.engageyvr.ca](http://www.engageyvr.ca) through a variety of channels including:

- An E-blast to 136 subscribed community members was sent on 26 November 2018 and a follow up message was sent to 137 members on 6 December.
- Maildrop to each of the approximate 260 homes in Burkeville on 27 November 2018.
- Information updates on the project page on YVR's website at [yvr.ca/engagement/templeton](http://yvr.ca/engagement/templeton).

## 4 Participation

The online survey was open to submissions through the engagement site for two weeks from 26 November to 10 December 2018. A total of 251 unique users (visitors) accessed the engagement site during the engagement period (see graph below).

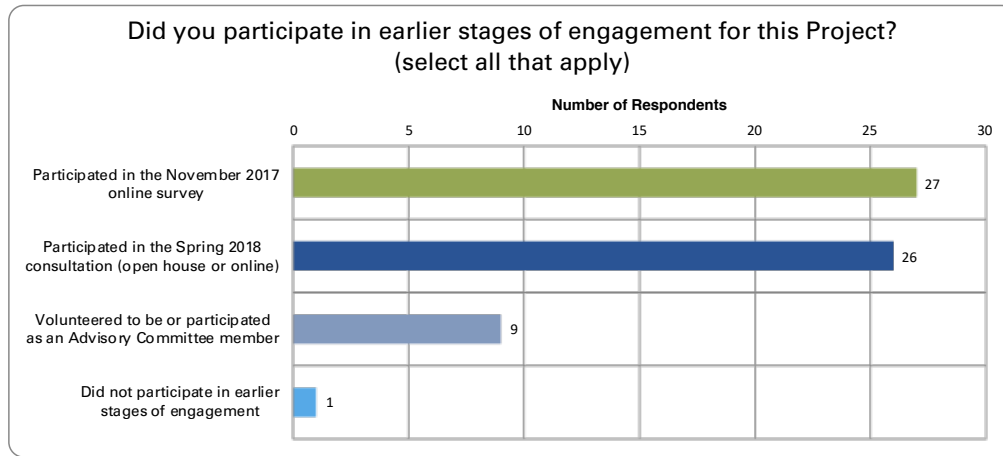


### Legend:

- **Page views:** the number of visits to a specific page within the engagement site (visitors can visit more multiple pages within the site).
- **Visitors:** the number of unique users who visited the site at least once.
- **Visits:** The number of times the site was accessed (individual visitors can visit the project page multiple times).

A total of 31 people completed the online survey and YVR's Community Relations team received 31 emails offering feedback about the Project and the Phase 3 engagement process.

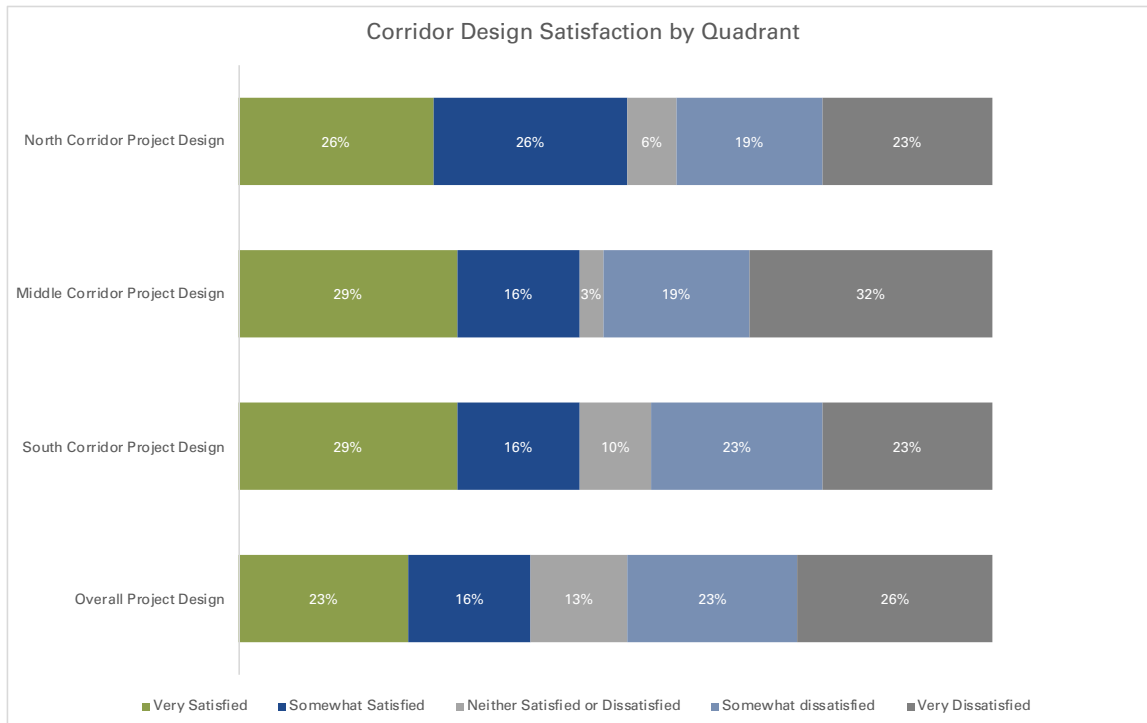
Survey participants were asked to indicate if they had participated in previous stages of engagement. As shown in the chart below, almost all had participated in the both Phase 1 and Phase 2, and several had volunteered to be an advisory committee member. Only one respondent had not participated in previous phases.



## 5 Survey Response Summary

### 5.1 Corridor Design

Survey participants were asked to provide feedback on three sections of the Templeton Area Redevelopment Project design (north, middle and south), and to rate their level of satisfaction for each section as well as the overall design. As the following chart illustrates, satisfaction was highest for the north area (52% of respondents were very or somewhat satisfied). Satisfaction was lowest for the overall design, primarily due to concerns about noise and loss of greenspace.



Feedback themes for each of the corridor sections are discussed in the following sub-sections.



### 5.1.1 North Corridor Design Elements

How satisfied or dissatisfied are you with the design for the NORTH section of the Templeton Corridor as shown? (Question 1)



A majority of responses (52%) are either Very Satisfied or Somewhat Satisfied with the project design proposal of the North Corridor section. This section received the highest rates of satisfaction of any of the sections in the development plan.

#### KEY THEMES OF FEEDBACK

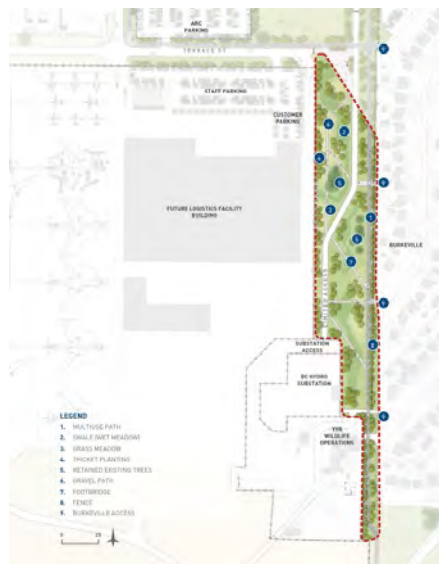
Satisfied	Sub-themes
Recreation	<ul style="list-style-type: none"> <li>Pleased with the year-round access to recreational facilities</li> <li>Open space with not a lot of planned structures</li> <li>Concerns about maintenance and enforcement of animal waste clean up</li> <li>One request for fencing to create an off-leash dog area</li> </ul>
Trees	<ul style="list-style-type: none"> <li>Approve of the emphasis on preserving older established trees through development</li> </ul>
Traffic	<ul style="list-style-type: none"> <li>The implementation of the roundabout as a sound barrier</li> <li>Reduced traffic on the road</li> </ul>
Green Space	<ul style="list-style-type: none"> <li>Improvements to the vegetation and existing green space</li> </ul>
Dissatisfied	Sub-themes
Proximity to community	<ul style="list-style-type: none"> <li>Dissatisfaction that airport operations are coming closer to the community</li> </ul>
Recreation	<ul style="list-style-type: none"> <li>One request to include a waterplay feature for children</li> <li>Requests for additional picnic infrastructure (gazebos, tables)</li> </ul>
Activity	<ul style="list-style-type: none"> <li>Concerns about proximity of road to recreation space</li> </ul>
Green space	<ul style="list-style-type: none"> <li>Concerns about the amount of space for development</li> </ul>



KEY THEMES OF FEEDBACK	
Satisfied	Sub-themes
	<ul style="list-style-type: none"> <li>Prefer natural areas as opposed to artificial turf</li> <li>Prefer to have a larger greenspace</li> </ul>
Concerns over the consultation process	<ul style="list-style-type: none"> <li>Suggestion that conflicting information has been presented to community</li> <li>Suggestions that the consultation process is not genuine</li> </ul>
Little Wings <i>[note: this is a potential development yet to be confirmed]</i>	<ul style="list-style-type: none"> <li>Disappointment that green space is being taken away for other uses</li> </ul>
Cycling	<ul style="list-style-type: none"> <li>One request for clarification of bike connections for Terrace and Templeton</li> </ul>
Road Placement	<ul style="list-style-type: none"> <li>Dissatisfaction that the service road extends south of the school</li> </ul>

### 5.1.2 Middle Corridor Design Elements

How satisfied or dissatisfied are you with the design for the MIDDLE section of the Templeton Corridor as shown? (Question 2)



The middle section of the proposed design received the highest rates of dissatisfaction (51% Somewhat Dissatisfied or Very Dissatisfied). Most responses mentioned concerns about how close operations would be to the community.

<b>KEY THEMES OF FEEDBACK</b>	
<b>Satisfied</b>	<b>Sub-themes</b>
Greenspace	<ul style="list-style-type: none"> <li>• Appreciate that the design maintains and improves access to the SkyTrain station</li> <li>• Like the use of trees as visual and sound barriers</li> <li>• Appreciate plans for improved vegetation and walking paths</li> </ul>
Education	<ul style="list-style-type: none"> <li>• Introduction of local art and history into the trails</li> </ul>
Proximity of Templeton Road	<ul style="list-style-type: none"> <li>• Move Templeton Road further from community—the further the road from the community the better</li> </ul>
Maintenance	<ul style="list-style-type: none"> <li>• Questions about how the space will be maintained</li> </ul>
Visuals	<ul style="list-style-type: none"> <li>• Appreciate extension of landscaping to obstruct current operation buildings</li> </ul>
<b>Dissatisfied</b>	<b>Sub-themes</b>
Noise, Light and Air Pollution	<ul style="list-style-type: none"> <li>• Perception that increased operations could increase the levels of pollution in the community</li> </ul>
Greenspace	<ul style="list-style-type: none"> <li>• Suggestions to narrow the width of the pathway to allow for more greenery</li> <li>• Requests for a larger greenspace</li> <li>• Suggestions to install plantation around what exists today</li> <li>• Comments that the proposed planting looks like weeds</li> <li>• Requests for more tall trees and plants to help buffer noise</li> <li>• Concern over the loss of mature trees</li> </ul>
Lack of space	<ul style="list-style-type: none"> <li>• Suggestions that the buffer corridor is too narrow for the proposed scale of adjacent development</li> </ul>
Proximity to Community	<ul style="list-style-type: none"> <li>• Concerns that operations are coming too close to community</li> <li>• Questions about specific aspects of the future development building including placement of buildings</li> </ul>
Road	<ul style="list-style-type: none"> <li>• Concern that road extends south of the Sea Island Elementary school</li> </ul>

## South Corridor Design Elements

How satisfied or dissatisfied are you with the design for the SOUTH section of the Templeton Corridor as shown? (Question 3)

### VIEW MEADOW (south)



The southern portion of the proposed design for the Templeton redevelopment experienced the highest rate of 'Very Satisfied' responses amongst all three sections (29%). The higher rates of satisfaction are likely attributed to the appreciation for the new landscaping and connection to other walking and biking trails.

#### KEY THEMES OF FEEDBACK

Satisfied	Sub-themes
Greenspace	<ul style="list-style-type: none"> <li>Satisfaction with general use greenspace</li> <li>Emphasize the importance of walking paths integrated with greenspace</li> <li>Suggestions to extend landscaping to obscure wildlife centre, ops yard and substation</li> </ul>
Recreation	<ul style="list-style-type: none"> <li>Support for connecting existing cycling infrastructure while staying off roadways</li> </ul>
Space	<ul style="list-style-type: none"> <li>Good use of the minimal space available</li> </ul>
Maintenance	<ul style="list-style-type: none"> <li>Questions regarding responsibility for upkeep</li> </ul>
Pathways	<ul style="list-style-type: none"> <li>Satisfaction that the pathway extends towards airport park</li> </ul>
Dissatisfied	Sub-themes
Proximity to community	<ul style="list-style-type: none"> <li>Suggestions that the proposed area already exists, new development will bring airport operations closer to community</li> <li>Concern about months of construction and development too close to the community</li> <li>Recommendations for additional greenery due to locations proximity to residents</li> <li>Concerns that the c\Corridor is too narrow for proposed development</li> </ul>

KEY THEMES OF FEEDBACK	
Satisfied	Sub-themes
Noise, Light and Air Pollution	<ul style="list-style-type: none"> <li>Suggestions for additional noise and visual barrier installations</li> </ul>
YVR Land	<ul style="list-style-type: none"> <li>Question regarding ownership of land proposed development occupies</li> </ul>
Drainage	<ul style="list-style-type: none"> <li>Concerns about drainage as a result of development</li> </ul>
Recreation	<ul style="list-style-type: none"> <li>Suggestions for additional picnic tables, rock structures</li> </ul>
Road access	<ul style="list-style-type: none"> <li>Suggestions that the development should only be for foot/bike access</li> </ul>

### 5.1.3 Overall Project Design

Compared with what exists today, overall how satisfied or dissatisfied are you with the Templeton Corridor design as proposed? (Question 4)

Overall Project Plan Sample Cross Section



Compared with the responses for individual sections, an increased respondents appear to be less satisfied with the overall project design (49% Somewhat or Very Dissatisfied). However, the overall project design saw the highest rate of 'neither satisfied, nor dissatisfied', indicating some community members are unsure.

KEY THEMES OF FEEDBACK	
Satisfied	Sub-themes
Pathways	<ul style="list-style-type: none"> <li>Suggestions for two different directions of pedestrian traffic</li> </ul>
Greenspace	<ul style="list-style-type: none"> <li>Suggestions to increase the number of trees</li> <li>Prefer a natural park appearance</li> </ul>
Visual & Noise barriers	<ul style="list-style-type: none"> <li>Recommend developing sound barriers</li> <li>Concerns about sound buffering effectiveness</li> </ul>
Recreation	<ul style="list-style-type: none"> <li>Pleased the space is being developed to be more user friendly</li> </ul>

<b>KEY THEMES OF FEEDBACK</b>	
<b>Satisfied</b>	<b>Sub-themes</b>
Current space	<ul style="list-style-type: none"> <li>Suggestions that the current area is an eyesore; proposed development is a better utilization of space</li> </ul>
Road Placement	<ul style="list-style-type: none"> <li>Suggestion that putting the road in the middle will disrupt natural park feel</li> </ul>
<b>Dissatisfied</b>	<b>Sub-themes</b>
Location	<ul style="list-style-type: none"> <li>Prefer YVR use another space for the development</li> </ul>
Project Design	<ul style="list-style-type: none"> <li>Suggestion that the proposed design is boring and designed to be inexpensive for YVR</li> </ul>
Noise, Light and Air Pollution	<ul style="list-style-type: none"> <li>Concern about increased noise and activity</li> <li>Suggest a tall sound wall with further details provided to community about the sound wall</li> <li>Request that YVR reconsider use of 24-hour operations so close to community</li> </ul>
Airside designation	<ul style="list-style-type: none"> <li>Suggestions to remove airside designation for this space</li> </ul>
Survey Visuals	<ul style="list-style-type: none"> <li>Dissatisfaction with design renderings as presented and suggestion that they do not give clear representation of the development</li> <li>Suggestion that the renderings are not an accurate depiction of what the space can accommodate</li> </ul>
Building placement	<ul style="list-style-type: none"> <li>Recommendation to position buildings further from Burkeville</li> </ul>
Road use	<ul style="list-style-type: none"> <li>Suggestion that use of the access road by service vehicles could lead to scope creep and eventually becoming a public road</li> <li>Request for alternate access points</li> </ul>

## 5.2 Format and Location of Social Commons Area

### Which format do you prefer? (Question 5)

Participants were asked to indicate their preferences for the intended use of the planned social commons. Participants were presented with three options for the format and structure of the social commons space:

- Designated gathering area for community events
- Open space for unstructured use
- No Preference

### Social Commons Plan View

- Includes flexible and active community spaces
- Hard surface serves as an alternate emergency vehicle access if needed
- Two designs for the Social Commons are possible:
  - Designated gathering area for community events
  - Open space for unstructured use



### Social Commons – Sample Image

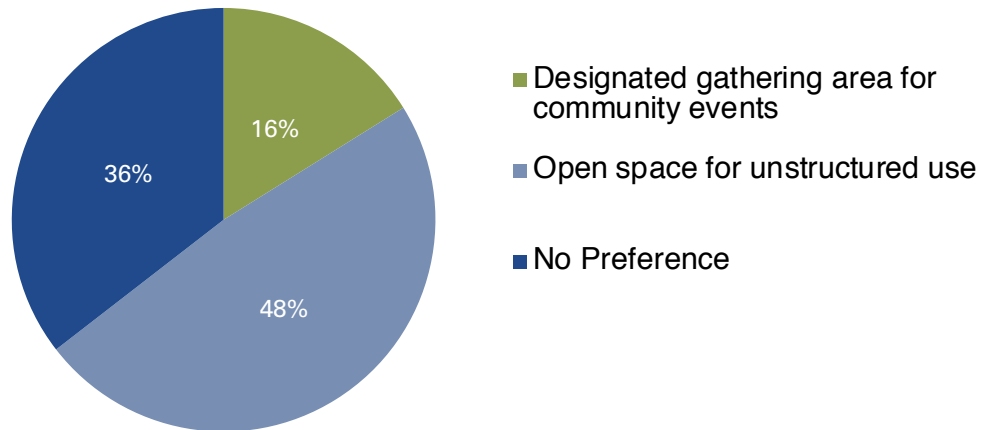
#### Potential Features:

- Picnic tables
- Other furnishings
- Tree clusters
- Water fountain
- Water and electrical connection for community events
- Directional signs
- Community mosaic
- Exploring potential for an emergency call box



See also the design map, which shows before and after images of this area

Respondents clearly prefer to have a social space that is open and allows for unstructured use (48%). Combined with open ended feedback from earlier questions, it appears that residents intend to use the area for a variety of reasons and do not want structured uses to prevent their enjoyment of general greenspace.



Based on operational requirements the Social Commons Area is required to be located at the intersection of Terrace Street and Templeton Road, to allow for Emergency vehicle access. YVR identified two potential location layout options for community feedback:

- Option A: South of Terrace Street (*preferred by the Advisory Committee because it provides more greenspace than Option B*)
- Option B: North of Terrace Street



## Which location do you prefer? (Question 6)

### Social Commons Location Options

- Two locations are possible for the social commons. YVR initially proposed **Option A**, which offers best access for emergency vehicles if needed.
- Working with the Advisory Committee, YVR explored **Option B** as a potential means to move the area farther from the majority of Burkeville homes to minimize potential for disturbance.

*Upon review with the Advisory Committee, Option A was selected as the preferred option because it provides more green space*



#### OPTION A (PREFERRED)

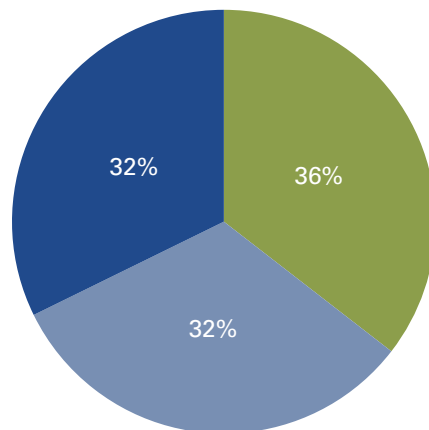
- Overlaps with emergency road connection
- Reduces redundant road
- Leaves maximum field greenspace
- Shape creates a shortcut to/from Sea Island Station



#### OPTION B (ALTERNATE)

- North of multi-use path
- Redundant road surface for emergency access
- Reduces flexible greenspace by 840 m<sup>2</sup>
- Does not provide a shortcut from south to/from Sea Island Station

Based on the responses received, there is no clear preference. The secondary option was developed during the Community Advisory Committee meetings, with almost equal weighting between Option A, Option B and no preference.



- Option A - South of Terrace Street: closer to Burkeville homes but maintains more open flexible field space
- Option B - North of Terrace Street: farther from Burkeville homes but results in slightly less open flexible field space
- No Preference



### 5.3 Landscape and Design

The landscaping design for the Middle area of the Templeton Corridor incorporates a woodland meadow with natural areas. Working with the Community Advisory Committee, YVR and its designers created the proposed landscaping design in consideration of wildlife and utility lines in the area and YVR's sustainability policy which requires the use of low maintenance, drought tolerant plants.

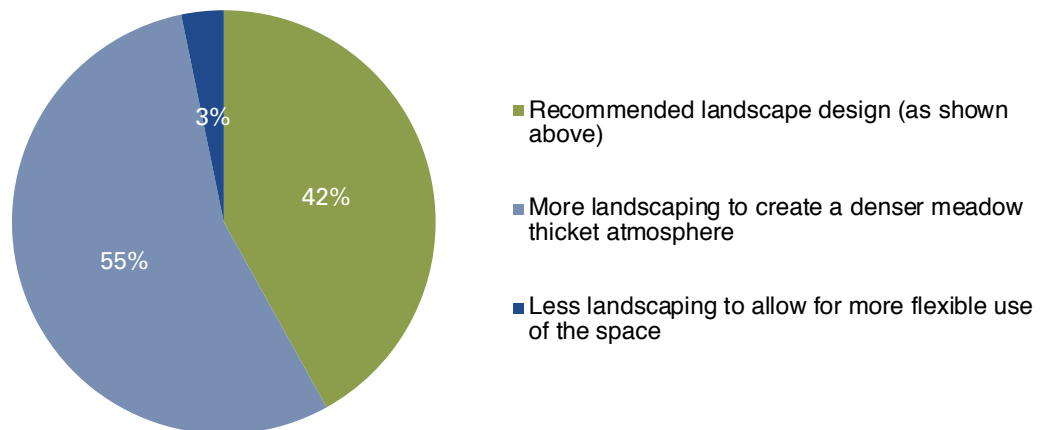
**Which best describes your preference for landscape design for the woodland meadow?**  
(Question 7)

#### Landscape Design – Sample Image

Drought-tolerant trees and landscaping will be used, consistent with YVR's sustainability objectives, as shown.



The majority of survey responses indicated that additional landscaping incorporated into the design of the corridor is preferred (55%). This finding aligns with the overall themes captured through participants' open-ended responses to questions 1-4, in which survey respondents indicated that creating dense green vegetation will provide a pleasing aesthetic while dampening noise from airport operations.



## 5.4 Multi-Use Path

**Do you agree or disagree with the proposed fence and landscaping along the multi-use path?**  
(Question 8)

### Multi-use Path Fence and Landscaping Design – Sample Image

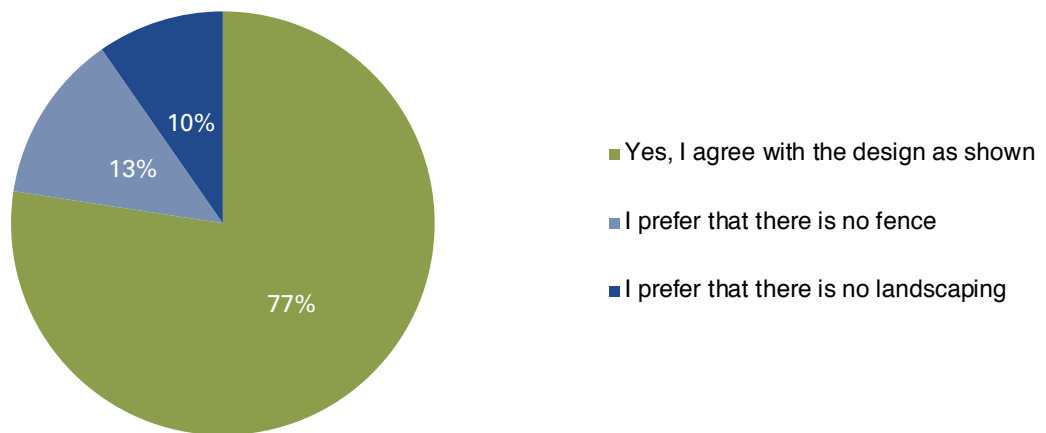
Key Features of the path adjacent to Burkeville include:

- New chain-link fence
- Low-lying landscaping to provide a visual buffer while maintaining safety for users
- Hard surface for safe, convenient and accessible use
- Pedestrian scale lighting, design which will be determined in next Phase

*In previous stages of engagement, 67% of Burkeville residents identified connectivity to the multi-use path as extremely important.*



Respondents clearly support the proposed landscaping design for the multi-use path (77% agree with the design as shown). As indicated in previous questions, most respondents want as much vegetation and landscaping as possible to buffer noise from airport operations and shield views of the new facility.



**Of the options presented, which of the following locations do you prefer? (Question 9)**

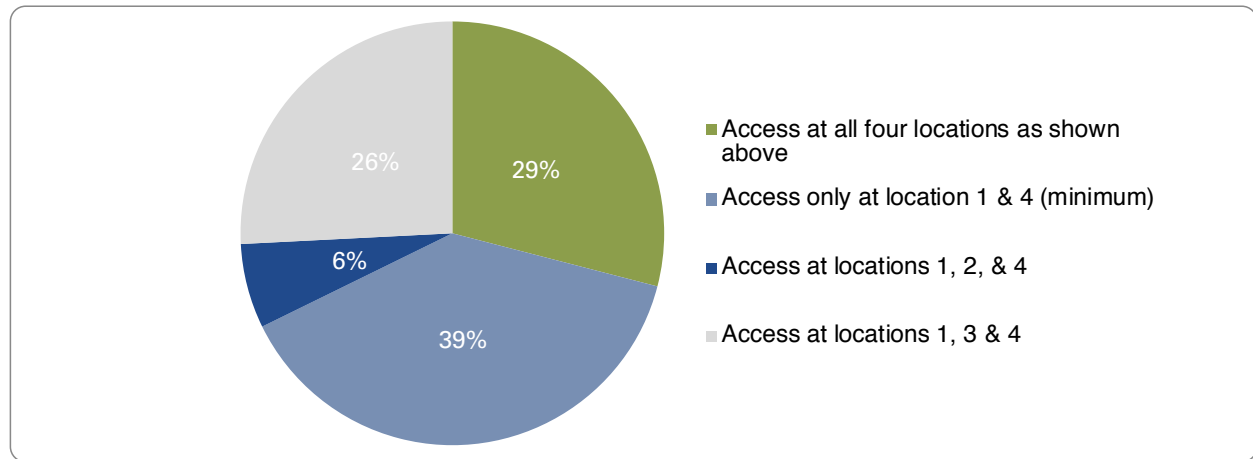
Survey participants were asked to identify their preference for access points to the Templeton Corridor. Several access locations were identified in the design options and the results of the survey responses are below.

**Multi-use Path Access Locations**

- For safety reasons, two access points are required for the multi-use path adjacent to Burkeville—one at each end of the multi-use path (locations 1 and 4)
- Additional access points are feasible at the existing Templeton Street southern terminus and the existing trail access point at Wellington Crescent (locations 2 and 3)
- Working with the Advisory Committee, it was determined that fewer accesses likely would be better for community safety, but would be important to ask as part of this engagement



*Access at Locations 1 & 4 only* (YVR's preferred design option) received the highest support (preferred by 39% of survey respondents). The next most common preferred choice was *Access at all 4 locations* (29%). Of note, access at Location 2 (near the proposed social commons) received very little support.



## 5.5 Service Road

Emergency vehicles, YVR and BC Hydro service vehicles and YVR Wildlife Centre employees will require road access through the Templeton Corridor south of Sea Island Community Elementary. To provide this access, the existing service road will be maintained. Approximately 5 to 25 vehicles per day are expected to use this service road. Pedestrians and cyclists also will be permitted to use it. Participants were invited to share their questions about the proposed service road.

**What questions do you have about the service road if any? (Question 9)**

### Service Road – Sample Image

- Vehicle access to Templeton Street will be reduced south of the new cul-du-sac
- Only emergency responders, BC Hydro and YVR service vehicles and YVR wildlife employees will be permitted



Participants offered several questions/suggestions in regard to the service road. Key themes and the specific questions and suggestions within each theme are summarized below:

Theme	Suggestions
<b>Increased Traffic</b>	<ul style="list-style-type: none"> <li>• Use barriers to restrict access (road signs, speed bumps, gates)</li> <li>• What types of operations vehicles will use the road?</li> <li>• What will be the hours of operation?</li> <li>• Will the vehicles have alarm systems/backup beepers?</li> </ul>
<b>Maintenance</b>	<ul style="list-style-type: none"> <li>• Use noise cancelling asphalt</li> </ul>
<b>Lighting</b>	<ul style="list-style-type: none"> <li>• Do not use flood lights</li> <li>• Direct roadway lighting away from the community</li> </ul>
<b>Location</b>	<ul style="list-style-type: none"> <li>• Utilize the road for both bike and vehicle use</li> </ul>
<b>Purpose</b>	<ul style="list-style-type: none"> <li>• Why is the road necessary at all?</li> <li>• Use alternate access points</li> </ul>
<b>Size of Corridor</b>	<ul style="list-style-type: none"> <li>• Suggestions that the area was not large enough to implement the greenspace as the renderings suggest and also to provide the service road.</li> </ul>

With respect to the service road, specific suggestions submitted of note include:

- *YVR should sign over the greenspace designated in the project designs to a third party to prevent further future development.*
- *Will it be properly maintained (i.e. flat concrete) and well lit (i.e. streetlights every 60 feet)?*
- *Ensure that the lights on the Templeton service road and the connecting lots are not flood lights as they are currently are. If flood lights are needed in areas to not have any flood lights directed in the direction of Burkeville. Regular street lighting is reasonable.*
- *Pave Templeton and all traffic areas for cars and planes with quiet asphalt pavement instead the standard hot asphalt to further reduce noise.*
- *Please add a gate, speed bumps, and signs. We don't want the taxis and tourist thinking this is the road to the south terminal.*
- *Make it the same as the bike lane. Don't carve out two separate paths. Put removable barrier that bikes can navigate without effort, and service vehicle can remove to access*
- *What visual/physical measures will be taken at Terrace Road to restrict road usage south on Templeton to the above-mentioned vehicles only? We currently have trucks parking along Templeton overnight, people parking to exercise their dogs or play golf, and the occasional vehicle racing up and down Templeton.*

## 5.6 Additional Amenities

YVR has allocated some funding for additional amenities in the area. In order to identify where the pool of funding is best utilized so that the community may receive the most benefit, YVR requested feedback on four general amenities. The survey also offered participants the opportunity to provide additional suggestions. The frequency of most and least preferred of the amenities is highlighted in the table below (darker shaded cells indicate more responses).

**Please rank your preferred choices for allocating this pool of funding from 1-4, with 1 being the highest preferred choice for allocating this pool of funding and 4 being the lowest. (Question 10)**

	Most Preferred			Least Preferred
Amenity	1st Choice	2nd Choice	3rd Choice	4th Choice
Children's play equipment in the north area of the greenspace	11	5	7	8
More benches than what is currently included in the designs, that create smaller gathering areas	12	6	7	5
Artistic design for wayfinding signs	3	14	5	8
Mosaic art in the social commons area	5	6	11	8

Survey responses identified that the funding should be focused on developing children's equipment and additional bench seating in addition to what is already included in the design renderings. Nearly half of responses indicated *artistic design for wayfinding* as their secondary choice for the funding to be allocated. Interestingly, the identified amenities as a first choice of funding does not align with the community preference to establish an open space for unstructured use.



**What other suggested features do you have for additional amenities? (Question 11)**

Theme	Suggestions
Recreation	<ul style="list-style-type: none"> <li>Bike rack</li> </ul>
Play spaces	<ul style="list-style-type: none"> <li>A play space intended for older children (7-14)</li> <li>Water play feature</li> </ul>
Parking	<ul style="list-style-type: none"> <li>Utilize some green space to implement parking space</li> </ul>
Seating	<ul style="list-style-type: none"> <li>Gazebo with seating area</li> </ul>
Indigenous art work	<ul style="list-style-type: none"> <li>Located in the social commons area</li> </ul>
Landscaping	<ul style="list-style-type: none"> <li>Additional tall thick trees</li> </ul>
School	<ul style="list-style-type: none"> <li>Contribute to the local school and improve already established play infrastructure</li> </ul>

## 5.7 Public Art and Wayfinding

As part of the development, YVR is committed to developing the Templeton Corridor that is both functional and aesthetically pleasing to the local community including considering public art and wayfinding, both of which were suggested by some respondents in previous phases of engagement. During the Advisory Committee Process, the following two key potential themes were identified:

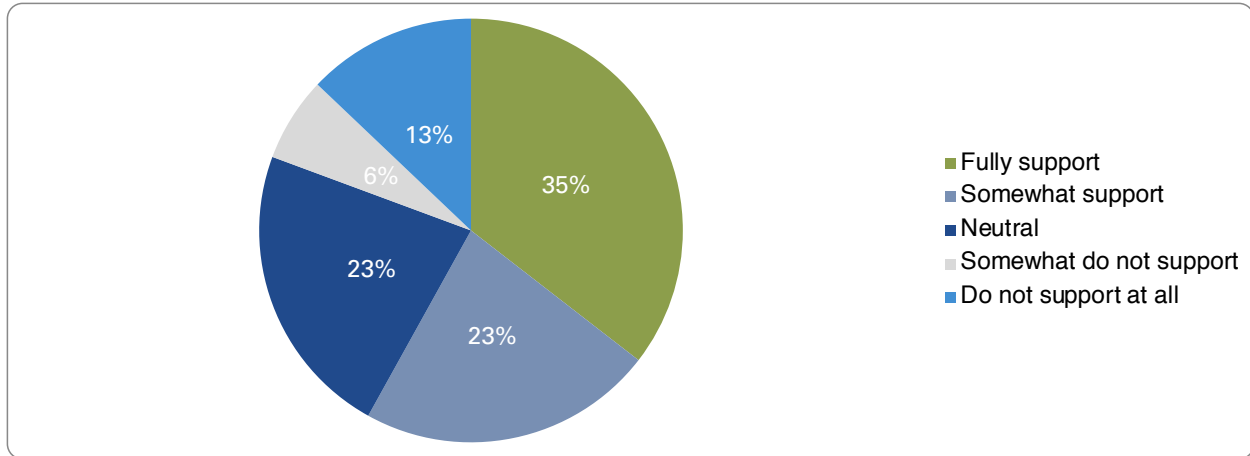
- History of Burkeville
- History of First Nations' traditional use of the area

The Phase 3 survey asked community members whether they support YVR pursuing these themes.

**What is your level of interest in YVR pursuing these themes for public art and wayfinding?**  
(Question 12)

Public Art and Wayfinding – Sample Images





From the survey responses it is clear that the majority of respondent's support pursuing the themes identified by YVR if a public art and wayfinding process is developed.

## 5.8 Topics for Phase 4 Engagement

As YVR prepares for the next phase of engagement the Project team wanted to gain a better understanding of the key areas of concern or interest for Burkeville residents.

### 5.8.1 Key Areas of Interest

Please rank the following topics in your order of preference with 1 being the topic in which you are most interested and 4 being the one in which you are least interested. (Question 13)

Topic	1st Choice	2nd Choice	3rd Choice	4th Choice
Noise mitigation	22	6	1	2
Lighting	5	6	10	9
Traffic management	2	13	9	7
Building design	2	6	10	12

There is a clear interest from the community responses that noise mitigation is a focus topic for the next phase of engagement. This response rate aligns with the overall themes identified in the open forum questions throughout the survey, where most community members expressed concerns about the amount of noise that increased operations may bring.



### 5.8.2 Key Questions

To complete the survey YVR allowed for open ended responses allowing community members to express any final thoughts about the Project. Below is a summary of some of the key themes expressed in the final section.

**As YVR plans for the next stage of engagement, what specific questions do you have?**

(Question 15)

Overarching Theme	Sub-themes
Location	<ul style="list-style-type: none"> <li>Why not develop in north airport lands instead</li> </ul>
Safety	<ul style="list-style-type: none"> <li>Templeton and Miller intersection – cross walk button for busy intersection</li> <li>Proximity to school and community</li> </ul>
Noise & Pollution	<ul style="list-style-type: none"> <li>Jet fuel</li> <li>Noise during construction</li> <li>Operations closer to community</li> <li>Hours of operation</li> <li>Who enforces the noise mitigation measures?</li> <li>Acceptable levels of noise (on the community and school)</li> </ul>
Local History/Artwork	<ul style="list-style-type: none"> <li>Burkeville or the airport should be the theme of any artwork</li> </ul>
Lighting	<ul style="list-style-type: none"> <li>Adequate lighting for safety</li> <li>Direction of lighting</li> </ul>
Property Values	<ul style="list-style-type: none"> <li>Increased industrial activity will affect community property values</li> </ul>
Open House	Requests for an open forum, in-person event where residents can voice their questions directly to the YVR project team
Future development	<ul style="list-style-type: none"> <li>Requests for assurances of no further development along the Templeton Corridor</li> </ul>
Environmental Impact	<ul style="list-style-type: none"> <li>Effects of on the local fauna of the island</li> </ul>
Distrust and frustration over the consultation process	<ul style="list-style-type: none"> <li>Perceived lack of consultation with the community about this project</li> <li>Some suggestions that the consultation process was designed to meet minimum regulatory requirements</li> </ul>

## 6 Summary of Direct Reply Feedback

Three key themes emerged from the 31 feedback emails that YVR received during the engagement period, as summarized in the following table, which also indicates YVR's general response to this feedback.

Category	YVR Response
1. Disagree with the Project (14 people)	<ul style="list-style-type: none"> <li>YVR responded within four business days.</li> <li>YVR's response acknowledged opposition and confirmed that this would be acknowledged in the consultation report.</li> <li>YVR also confirmed that the project is moving forward and clarified the purpose and scope of Phase 3 engagement.</li> <li>YVR encouraged the sender to complete the Phase 3 community survey so that their views about YVR's plans for the Templeton Corridor could be recorded.</li> </ul>
2. Don't want to complete the survey because don't agree with the Project and don't want participation in the survey to be considered as consenting to the project	<ul style="list-style-type: none"> <li>YVR responded as per category one above and also explained that the focus of Phase 3 engagement (design elements for the Templeton Corridor) were developed from input received during previous stages of engagement.</li> <li>YVR also assured the sender that completing the Phase 3 survey would not be viewed as consent to the project, but rather as input and feedback to plans for how YVR would develop the Templeton corridor, including the green space, landscaping, multi-use path, etc.</li> </ul>
3. Disagree with questions because they don't like the consultation topics or because the multiple-choice response options do not offer an acceptable selection option (28 people including 8 form letter emails)	<ul style="list-style-type: none"> <li>YVR responded as per category 2 above within 4 business days to the direct message.</li> <li>YVR addressed the opposition to the project within the community.</li> <li>Noted that the survey was designed to receive feedback on specific measures to address community effects and that most questions also offer the option to provide open ended feedback.</li> </ul>
4. Concerns about a specific aspect of the project (7 people) including increased noise during construction and operation, crime, non-resident pedestrian traffic, and that the development would make the green space too narrow	<ul style="list-style-type: none"> <li>YVR responded as per category 1 above, and also addressed the specific aspect of the project identified.</li> </ul>
5. Request a meeting or other in-person forum	<ul style="list-style-type: none"> <li>Not specifically addressed.</li> <li>YVR will look to develop opportunities for in-person engagement opportunities in Phase 4 of the consultation process.</li> <li>YVR will host a Community Information Meeting February 7, 2019 to present Phase 3 feedback, project updates and answer community questions.</li> </ul>

Following YVR's response, one person who had submitted an email expressing concerns about the survey completed the survey.

## **7 Next Steps**

YVR has scheduled a Community Information Session on February 7, 2019 to communicate the results of Phase 3 and what YVR is doing to appropriately address this input and feedback; to clarify the planning process to date; and to share plans for Phase 4 Engagement.

Phase 4 engagement is tentatively scheduled to begin in Spring 2019, pending completion of technical work and third party agreements. Phase 4 engagement will focus on:

- Lighting plan, including day and nighttime renderings
- Information on the results of the updated noise study and feedback on (more detailed) noise mitigation plans during construction and operations
- Traffic management plan
- Building design, including renderings

YVR will also continue to communicate with Burkeville residents about the status of the project engagement and future opportunities for input.





HEAD OFFICE

609 West Hastings Street, Suite 700  
Vancouver, BC V6B 4W4

VANCOUVER | P. 604.484.4624

TORONTO | P. 647.468.7759

[lucentquay.ca](http://lucentquay.ca)