

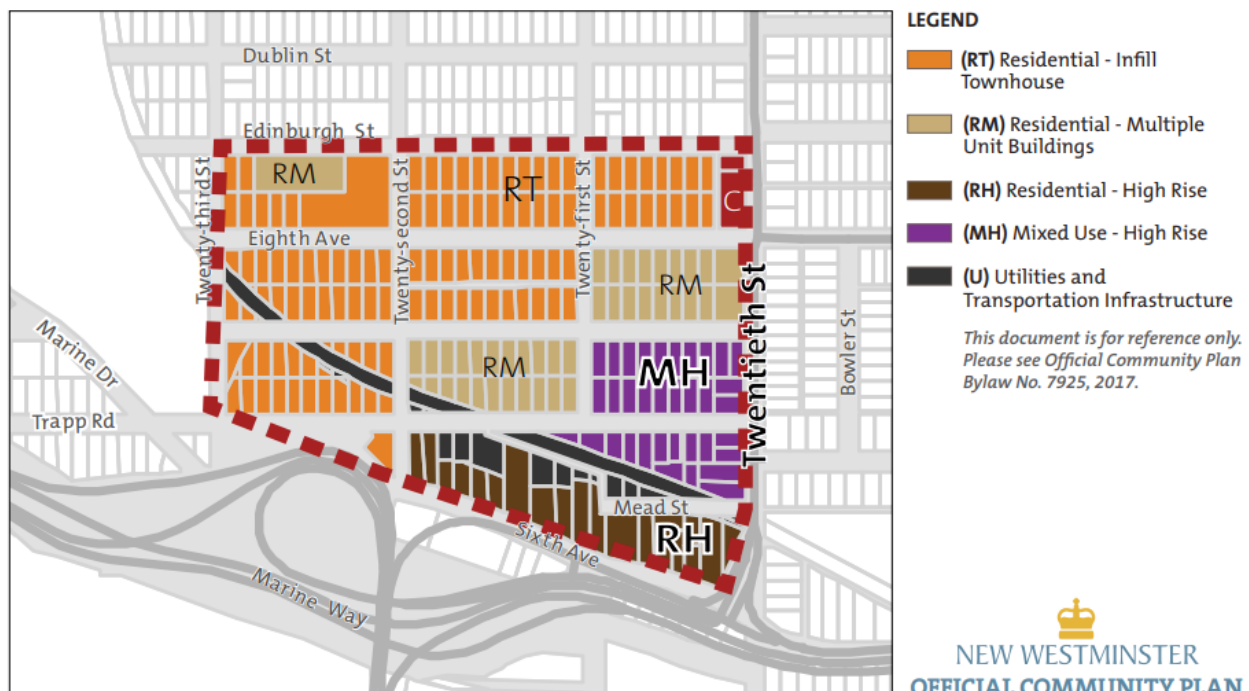
Attachment 1
22nd Street Station Area Planning to Date

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Staff has engaged the community and consultants in significant planning for the 22nd Street Station area over the years.

- A station area backgrounder for the planning process was produced (downloadable at [https://www.newwestcity.ca/database/files/library/22ndStreetBackgrounder_Updated_July_2019\(1\).pdf](https://www.newwestcity.ca/database/files/library/22ndStreetBackgrounder_Updated_July_2019(1).pdf)), outlining the community context and key planning challenges, as well as guiding policies and plans.
- Community planning for the Official Community Plan development included significant neighbourhood-specific engagement. There were 22nd Street Station area findings from processes such as a neighbourhood visioning charrette, community conversations on housing, “Your Future City” workshops and surveys on draft land use designations, and other surveys and open houses.
- A land use concept for the 22nd Street Station Area was created during the Official Community Plan (OCP) review, which was adopted in October 2017. The neighbourhood is envisioned as a high density, mixed-use node, with shops and commercial services on Seventh Avenue, east of the station. Higher density residential development would locate near the SkyTrain station, while low rise residential buildings and infill townhouses would “step down” into the surrounding neighbourhood of Connaught Heights. A proposed land use designation map was produced (shown below), through a significant public engagement process.

Proposed Land Use Designation Map for the 22nd Street Station Area



- A detailed transportation study was undertaken, to start to imagine how to address some of the major transportation challenges of the neighbourhood. The intent of the study was to capture the “big and bold” potential changes that could be considered for the station area, and then narrow down and provide guidance on which ideas are most technically feasible. The study evaluated the context, community and stakeholder input, and applied design objectives to come up with feasible options for further consideration. The study provided two station area concepts, with Seventh Avenue either opened or closed, and further broke these into short term and long term concepts, with different implications for greenway alignments, transit exchange areas, pedestrian network, road network and development access. Future transportation planning work can build on this study with further engagement and technical analysis.
- Staff began high level research on amenity options and approximate costs, such as:
 - Community facility space, such as a neighbourhood house, potentially including child care;
 - Street realignment or widening for multimodal improvements;
 - Public realm improvements like public art, wayfinding, mid-block greenways, multi-use paths or improved street landscaping;
 - Additional community or neighbourhood park space, community gardens, off-leash dog areas, pocket parks or privately-owned public spaces operating as usable publicly-accessible open space; and/or
 - Electric vehicle infrastructure such as DC fast charging stations, space for EV car sharing or electric bike sharing.
- A consultant was engaged to undertake some early analysis of how growth and amenities could be financed by leveraging development to pay for community amenity priorities. This early exploration informed discussions around the number and density of potential high rises within the area. Further analysis on financing growth will be needed following the bold vision process.