

POLICY REPORT

Date: February 25, 1997

Dept. File No. 1063

TO: Vancouver City Council
Vancouver Park Board
FROM: General Manager of Parks and Recreation
SUBJECT: Hastings Park - Approval of Restoration Plan

RECOMMENDATION

- A. THAT the Restoration Plan for Hastings Park, as described in this report and generally depicted in Appendix A, be approved as the basis for more detailed design, phasing and budgeting for the restoration of Hastings Park.**
- B. THAT staff report back by October 1, 1997 on amendments to the lease with the Pacific Racing Association required for the relocation of horse barns and the implementation of the Restoration Plan.**
- C. THAT staff report back by October 1, 1997 on a building reuse strategy and potential management structures for the Agrodome, the Garden Auditorium, the Forum and Rollerland.**
- D. THAT the Board and Council express their sincere appreciation to the members of Hastings Park Working Committee for their diligent work over the last 2 years.**

COUNCIL/BOARD POLICY

City Council and Park Board are both committed to the "greening of Hastings Park".

In February 1996, the Board and Council approved the Hastings Park Restoration Program as the basis for the development of a conceptual design plan.

In January 1990, Council approved a general concept for the redevelopment of Hastings Park: "THAT the site be restored to dominant park use with abundant green space and trees, instead of asphalt and buildings".

PURPOSE

The General Manager of Parks and Recreation recommends approval of the Restoration Plan for the "greening of Hastings Park". The plan is based on the Restoration Program approved in 1996, and is supported by 11 of the 12 members of the Hastings Park Working Committee. An in-depth public consultation process was undertaken between November 1996 and February 1997, reaching out to over 2,000 people (see Appendix D). The public input assisted City staff, consultants and the Working Committee in recommending the plan contained in this report.

BACKGROUND

Since the late-1970s, residents near Hastings Park have been advocating for the "greening of Hastings Park". City Council has been supportive of this vision, as expressed in the 1990 report entitled "The Future of Hastings Park". In May 1994, the City and the Province agreed that the City owned the site in "fee simple" and could proceed with the restoration of the site.

In March 1995, Council requested that the Park Board prepare plans for the "greening of Hastings Park", with the assistance of the newly-formed Hastings Park Working Committee (see Appendix C). The first step was to agree on a program of activities, which was completed in February 1996, when the Board and Council unanimously approved the Hastings Park Restoration Program.

The second step has been the creation of a Restoration Plan for the park. In April 1996, the Park Board hired a landscape consultant, Phillips Farevaag Smalenberg Inc., to assist with the general design of open spaces and buildings on the site. Three basic options were generated and presented to the public in the fall of 1996 (see Appendix E). The Working Committee subsequently narrowed down the choice to one of two options (see Appendix F).

The recommended Restoration Plan (see Appendix A) combines elements of the various options, and meets a number of basic criteria, as set out in the Restoration Program (see Appendix B):

- restoring the stream that used to go through the site;
- creating a large, tranquil green zone in the park;
- providing indoor and outdoor spaces for sports and arts;
- linking Hastings Park with surrounding parks and neighbourhoods;
- integrating the horse racetrack into the park;
- keeping the Coliseum, Agrodome and Garden Auditorium;

- providing adequate parking.

THE RESTORATION PLAN (see Appendix A)

The recommended Restoration Plan will lead to the creation of about 92 acres of green park space on the 162 acre site. The remaining 70 acres are composed of the horse racetrack (51 acres), parking (12 acres) and buildings (7 acres). When completed, Hastings Park will become the City's second largest park.

Hastings Park will present many faces to its diverse users, from tranquil spots in the sanctuary, to community gathering places near Hastings & Renfrew, to the hub of daily activities that occur at the racetrack and the horse barns. The Restoration Plan carefully integrates these various uses together, yet provides each activity with enough space to strongly define itself in the landscape.

A large sanctuary is planned for the southern half of the park, a natural serene setting with water, trees and walking trails as its key features. The restored Hastings Creek will carry rain water from the neighbourhood into Burrard Inlet, and hopefully draw salmon from the ocean into the park.

A central green connection to the waterfront is created in the northern half of the park, located between the racetrack and the relocated horse barns. This measure will ensure a proper integration of the racetrack in Hastings Park, as well as provide a vital link into New Brighton Park. The plan also includes several viewing areas in order to take advantage of the spectacular views of the North Shore mountains, Burrard Inlet and into the racetrack.

Active areas such as sports fields, hard surface play courts, buildings, horse barns and parking are kept on the edges of the park. Three tennis courts, two basketball courts, two soccer fields and two ball diamonds are to be provided. Four buildings will be retained for community use: the Agrodome, the Garden Auditorium, the Forum and Rollerland. A total of 2,300 parking spaces is provided on and around the site.

The Sanctuary

All three preliminary options included a sanctuary, which is composed of the stream, several ponds, wetlands, forests, woodlands, and open meadows. The sanctuary is seen by almost all as the heart and soul of the new park. There is a strong desire by the public to ensure that the stream be capable of bearing salmon, that the forested areas become nesting grounds for many birds, that wildlife make Hastings Park their home, that the sanctuary become a thriving ecosystem in this urban community. The sanctuary was overwhelmingly supported in the public process.

"Restoration of Hastings Creek is central to the restoration of the park - the stream will become the heart of the new sanctuary", reads the Restoration Program. The stream is about 1 km in length. It will be designed as a beautiful

feature in the sanctuary, and yet, play a key role in storm water management in the Hastings neighbourhood. The Park Board and Engineering Services are working cooperatively on the creation of a biofiltration marsh in Hastings Park, which would filter the rain water collected in the park and from adjacent residential properties and streets, before feeding the water into the stream and eventually into Burrard Inlet. An integral component of this project is the separation of sewers in the area to the south of the park.

In order to maximize the size of the sanctuary, the Restoration Plan foresees the removal of the B.C. Pavilion, the Livestock Building, the Poultry Building and the Display Barn. The Challenger Relief Map of B.C. will be saved and moved to a new location, and portions of the facade of the Livestock Building are proposed to be kept and restored as a feature in the new park.

"Windermere Hill": The Viewing Area

Another key element in the heart of the new park will be the viewing area. "Windermere Hill" will be located where Playland now stands, on the high-point of the site. It affords fabulous views of North Shore mountains, Burrard Inlet, and into the horse racetrack. All three options shown to the public included this feature, which was widely supported throughout the public process.

The viewing area can be formal in character, such as the ones in Queen Elizabeth Park and Charleson Park, or be more informal, such as the ones in the parks along Wall Street and Pt. Grey Road. One of the ideas generated during this phase was a proposal to retain one of the hills of the wooden rollercoaster, and convert it into a spectacular viewing platform by replacing the rails with a set of stairs.

Connection to New Brighton Park

One of the three options presented to the public included a central green connection to New Brighton Park. This central park corridor would be located between the racetrack oval and the horse barns, with a pedestrian landbridge connecting Hastings Park to New Brighton Park. The central connection is achieved by rebuilding the horse stables adjacent to the Cassiar Connector, on the parking lot currently known as "lot 9", so that the area between the racetrack and the barns becomes park space. The central park connection was well supported throughout the public process, when compared to easterly connections. The benefits of the central connection are:

- a. to create a direct link with the waterfront in New Brighton Park without forcing pedestrians and cyclists to use tunnels;
- b. to take advantage of the open space in the racetrack oval, so that park users can see inside the racetrack (a green area of about 15 acres) as well as get better views of Burrard Inlet and the North Shore mountains; and
- c. to allow the stream to follow as closely as possible the route of the original stream bed.

This central connection is nevertheless a major undertaking for the Pacific Racing Association. The barns must gradually be rebuilt in order to create the central public corridor. The construction will take significant time, and involves the amendment of the lease with the P.R.A. Staff will report back by October 1, 1997 on the status of negotiations with the P.R.A. related to amendments to the lease.

For its part, the City must commit to building a well-designed pedestrian landbridge connecting Hastings Park with New Brighton Park. It will have to cross the 6 lanes of traffic along McGill Street, the 4 rail lines of the C.P.R., and the soon-to-be-built access road to the Alberta Wheat Pool. This proposed landbridge will be park-like in its character, not unlike the one built at the foot of Laurel Street that connects Fairview Slopes to Charleson Park on the waterfront.

The exact location, design and construction of the landbridge will be determined when that area of the park is designed in greater detail and the design for New Brighton Park gets underway, with the latter to begin shortly. Landbridge alternatives to be explored include the two options shown in Appendix G.

The Horse Racetrack

The Restoration Program states: "the racetrack will fully integrate within Hastings Park, ensuring that facilities blend in well with the program to green the park". Views into the racetrack are significantly improved, thus removing the racetrack from its isolated position in the park. In fact, by moving the barns next to the Cassiar Connector and creating the central park connection, the racetrack becomes intimately woven into the fabric of the park.

The P.R.A. is very supportive of the greening of the park. The recommended plan with the central connection will provide them with a very attractive setting. The relocation of their barns allows the P.R.A. to provide modern stabling facilities for the duration of their 25-year lease.

Buildings Along Renfrew Street

The Restoration Plan builds on the "pedestrian street" that has been created with the row of Art Deco buildings along Renfrew Street. This area, called the "Allée of the Rain Gardens", will become an active hub in the park, with a variety of indoor and outdoor activities. Sports, leisure and arts will all be part of the family of daily events that will occur along the "Allée".

The Restoration Plan foresees the retention of 4 PNE buildings for community use: the Garden Auditorium, the Forum, Rollerland and the Agrodome. In order to create outdoor areas for basketball courts, tennis courts, flower gardens, and children's play areas, three buildings are removed from this area: the Administration Building, the Food Building and Showmart. The existing Momiji Garden will be better integrated into this area.

The Restoration Program states that the Agrodome and the Garden Auditorium will be preserved, but that the Forum and Rollerland may be

retained or demolished. A consultant, Proscenium Architecture & Interiors Inc., was hired in July 1996 to prepare potential reuse options for the Garden Auditorium, the Forum and Rollerland. (The Agrodome was not included in the study because Park Board will continue to use the building as an ice rink.)

The consultant concluded that the 3 buildings are structurally sound, and there are enough potential uses to justify the retention of the 3 buildings, including the Forum and Rollerland. This finding matched the public's preference of having adequate indoor space for community arts and sports, and therefore the retention of the Forum and Rollerland. The Heritage Commission also favoured the retention of these two Art Deco buildings. The consultant has prepared two building reuse scenarios (see table):

BUILDING REUSE:	OPTION A	OPTION B
Garden Auditorium:	Community Hall: arts	Community Hall: gym
Rollerland:	Youth Pavilion	Community Arts Place
Forum (north end):	Indoor Lawn Bowling	Youth Pavilion
Forum (south end):	Gymnasium/Athletics	Gymnasium/Athletics
Capital Cost:	\$3.5 million (est.)	\$4.3 million (est.)
Operating Cost:	\$500,000/year (est.)	\$500,000/year (est.)

The Hastings Park Working Committee expressed its support for Option B, and is strongly opposed to Option A. Park Board staff believe more research and discussion are needed, and will report back by October 1, 1997 with a building reuse strategy. The report will recommend long-term and interim uses for each building, capital costs for renovations, operating costs for each use, building management options, and an implementation strategy.

Empire Sports Fields

The Restoration Plan identifies the site of the old Empire Stadium as the location for 2 soccer fields, 2 ball diamonds and a fieldhouse for amateur sports. Spectator seating will be located on the sloped land around the grass fields. Trees and bushes will be used to enclose the sports fields area and soften its edges.

The Empire fields' location has the following benefits:

- a. it allows the building of regulation sized sports fields;
- b. it will be far enough away from residential uses so that noise complaints will be minimized, and
- c. it puts field sports back into the Empire Stadium "bowl", a location that

has a long sports history. The Bannister-Landy statue could be relocated in Empire sports fields.

Greenways

The park plan links up with the 2 Council-approved greenways:

- a. the north-south greenway (called the "Eastside Crosscut") connecting Hastings Park to Renfrew Ravine Park. Preliminary plans suggest that the greenway would be located along Windermere Street south of Hastings Park; and
- b. the east-west greenway along Burrard Inlet (called the "Harbour Route") connecting to Portside Park. Preliminary plans suggest that the greenway would be located on Wall Street west of Hastings Park and New Brighton Park. The route is also proposed to head further east into Burnaby.

Park Board will continue to work with Engineering and Planning Department greenways staff.

Connections To Adjacent Parks

The Hastings Park Restoration Plan (in particular, the central park connection) and the construction of the new Port Overpass in 1997 both have important implications for New Brighton Park. These changes will lead to the replanning of New Brighton Park and its park expansion area (to the west of the park). A landscape architect consultant has been retained to assist with the preparation of new plans for the waterfront park.

The Hastings Community Centre is in the process of replanning Hastings Community Park (on the south side of Hastings Street). Its plans will tie into the Restoration Plan for Hastings Park. One option that is being explored is extending the stream under Hastings Street and into Hastings Community Park. Engineering Services staff have confirmed that this option is feasible.

Pacific Coliseum

Council identified the Coliseum as one of the buildings to remain on site. At this time, there is no specified program of use for the Coliseum. Considerable interest in retaining the building has been expressed by live entertainment interests and trade and consumer show organizers. The extension of the PNE lease through 1997 has, however, halted discussions about a new operating model for the building. These discussions are underway again and are being conducted with the General Manager of Community Services and the Director of Civic Theatres.

Future viability of the Coliseum will depend to a large extent on some capital refurbishing (notably the roof) and outfitting with the necessary furnishings and equipment (the PNE owns the existing furnishings and equipment and have indicated their intention to move these into storage, until they have secured a new site). Carrying out the renovations and replacing the furnishings and equipment could cost approximately \$2-3 million.

The Restoration Plan assumes that the Coliseum will remain and that its most likely future uses will be a combination of live entertainment and trade and consumer shows.

Parking

The Restoration Program approved in 1996 suggested that 2,200 parking spaces be provided. The Restoration Plan provides for 2,300 parking spaces distributed in the following manner:

1,150 spaces on-site in Hastings Park;

850 spaces in off-site lots, mostly south of Hastings St. on Hastings Park Trust Lands;

300 spaces on-street, created on Renfrew, Hastings, Pender, and Bridgeway Streets immediately adjacent to Hastings Park;

The largest users of parking will be racetrack patrons (the issue of Coliseum parking is discussed below). The Park Board retained Ward Consulting Group Inc. to conduct a traffic and parking study for the Hastings Park restoration. Following a survey of racetrack patrons and based on supplying the 85th percentile of demand, the following estimated design parking demand was determined:

Racetrack Parking	2,600 spaces
Park Uses	250 spaces
TOTAL DESIGN PARKING DEMAND	2,850 SPACES

Engineering Services has reviewed this figure, and generally concur with this design parking demand number. The provision of 2,300 parking spaces in the Restoration Plan leaves a shortfall of 550 spaces. As the Park Board wishes to proceed with the provision of 2,300 parking spaces, Engineering Services notes the following:

If the parking supply is kept at 2,300 spaces, the parking shortfall will result in a direct impact on the adjacent neighbourhood, mostly to the west and south of the racetrack. There will be 54 event days at the racetrack out of the total 121 event days (45% of events) where there will be overspill parking in the neighbourhood.

The majority of the parking for the racetrack has been relocated away from sites adjacent to the grandstand, and to the perimeter of the Hastings Park site. This may reduce patronage to these lots, and may increase neighbourhood impacts.

The area has had a history of neighbourhood and backyard parking and traffic problems. Although some residents embrace backyard parking, many residents have complained about this issue to Council on several occasions. There is considerable expectation in the neighbourhood that the departure of

the P.N.E. and the provision of the new park will reduce the amount of overspill parking on their residential streets. Although the departure of the P.N.E. and the reduction of events at the Coliseum will reduce the amount of overspill parking, the provision of 2,300 parking spaces will continue to generate overspill parking in the future.

If an additional 550 spaces are provided in Hastings Park in surface parking lots, this would result in a loss of an additional 5.5 acres of green park space, which represents 6% of the area that is proposed to be "greened".

The Restoration Program approved in 1996 states that the residential quadrant bordered by Renfrew, Hastings, Nanaimo, and Wall Street should undergo a community consultation process to protect the area from overflow traffic and parking related to events in the park. This consultation should occur prior to a decision being made on the future of the Coliseum, or prior to January 1, 2004 (the date until which the City is required to provide 2,500 parking spaces on site), whichever comes first.

Coliseum Parking

The parking provisions discussed above do not include parking for the Coliseum. The Coliseum requires about 2,500 spaces, which could generally be accommodated within the parking provisions above, if Coliseum events do not run concurrently with Racetrack events. If the Coliseum has many overlapping dates with racetrack events, one solution would be to provide a multi-level parking structure for the additional 2,500 parking spaces. A parking structure, most likely near McGill and Renfrew Streets, would be required to retain the current amount of green space in the Restoration Plan, and provide parking for both the racetrack and Coliseum events.

Service Yard

A small Park Board service yard will be included in the plan, but because it can be located in several places, it is not illustrated on the plan. It is quite likely that all or most of the service yard may be located in and around the lower level of the Agrodome or the Coliseum. This issue will be finalised at a later date.

Crime Prevention

Safety in the park is an issue that has been raised many times in the public discussion. The plan is generally consistent with crime prevention guidelines, such as having a mix of activities in the park to ensure that there are enough people using the park at different times of the day. The racetrack contributes greatly to this by the fact that the stables are active from the early hours in the morning and that racing occurs in the afternoon and in the evening. Other small scale activities will also provide presence in the park throughout the day.

The Restoration Plan has been reviewed by two crime prevention officers in the Police Department. Additional work is required when designing each phase of park development. The Police Department recommends that patrolling occur

as soon as the park is opened.

FINANCIAL IMPLICATIONS

The order of magnitude cost for the recommended Restoration Plan is \$40 million (in 1997 dollars) for the park and the connection to the waterfront. Funding will come from two main sources:

- a. \$4.5 million allocated in the City' s 1994-1996 capital plan; and
- b. the rent collected from the racetrack, estimated at about \$1.5 million per year, but which fluctuates from year to year, depending on the total wager. Over the remaining 22 years until the end of the lease, this amounts to about \$33 million (in 1997 dollars).

Additional funding sources will be explored, such as the federal/provincial infrastructure program, the urban salmon habitat fund, private foundations and corporations.

The park will be built in 4 or 5 phases. Development of the first phase can proceed in early 1998, once structures that need to be removed are taken down. About \$8 million are available to be spent in the first phase, which could be completed by the year 2000. The sanctuary, "Windermere Hill" and the "Allée" along Renfrew Street are seen as the priorities to be considered for the first phase in the Restoration Plan. A complete park development plan, including costing, will be prepared in the next 6 months.

The operating cost for the restored Hastings Park (including buildings for community uses, but excluding the Coliseum and the racetrack) will be in the order of \$1 million per year.

UPCOMING WORK

Once the Restoration Plan for Hastings Park is approved, Park Board and the Hastings Park Working Committee will begin the following work:

- investigate the potential of applying, in cooperation with the Engineering Department, for a federal infrastructure grant for the storm sewer separation in the neighbourhood south of Hastings Park and the creation of a biofiltration area in Hastings Park;
- prepare a building reuse strategy for the Agrodome, the Garden Auditorium, the Forum and Rollerland by October 1, 1997;
- negotiate with the Pacific Racing Association on the phasing of barn relocation and associated amendments to their lease, with a report to be prepared by October 1, 1997;
- prepare a detailed development plan by October 1, 1997, including phasing and budgeting recommendations for the whole site;
- prepare detailed landscape plans and budget requirements for the first

phase of park restoration;

- coordinate the Hastings Park planning with planning underway in Hastings Community Park and New Brighton Park, including analysis of road and railway crossing for both park users and Hastings Creek.

CONCLUSION

This is a landmark year for Hastings Park. The Restoration Plan embodies the many dreams and aspirations of neighbourhood residents, racetrack officials, sports groups, arts organizations, and environment advocates. It is a blueprint for the largest park in the northeast area of the City - a park that is rewarding for those seeking a quiet nature walk as well as those seeking active recreation, a park that opens up and integrates the horse racetrack instead of turning its back to it, a park that reaches out to link with its neighbouring parks and communities. This dream becomes reality starting this year. Report dated: January 31, 1997 Author: Piet Rutgers Phone: 257-8463

APPENDIX B

HASTINGS PARK RESTORATION OBJECTIVES

(approved by Council and Board in February 1996)

Restore The Park's Stream:

Water will play a major role in Hastings Park. The stream, which existed until 1935, will be "daylighted" and restored as the central feature in the park.

Restore The Park's Natural Features:

Native West Coast species of trees, shrubs, grasses and herbs will recreate the feeling of forests and meadows that dominated the site a century ago.

Restore A Green Sanctuary:

Hastings Park will provide a natural and serene setting as one moves toward the centre of the park, with more active uses on the perimeter of the park.

Focus Community Pride:

Hastings Park will become the focus for a strong sense of community pride.

Connect The Park To The Neighbourhood:

Hastings Park will be well connected to surrounding residential areas by reducing the barrier effects created by surrounding streets and highways.

Connect With Adjacent Parks:

Significant green links will be created between Hastings Park and New Brighton Park, Hastings Community Park and Callister Park.

Integrate Active And Passive Park Uses:

The park will incorporate a variety of active uses (sports, arts activities, playgrounds) with passive uses (streams, forests, gardens, view areas).

Integrate The Old With The New:

Hastings Park will capture the site' s rich history, yet distance itself from the past to create something new and distinct.

Integrate Racetrack Within The Park:

The Racetrack will be carefully integrated into the park, with better visual access into and softer edges around the Racetrack.

Experiment With New Ideas:

Ecological experimentation will be encouraged in Hastings Park. The park' s waterbodies will be fed with storm water collected from the residential area to the south. Storm water cleaning will be achieved through biofiltration.

Create A Safe Park:

Hastings Park will be carefully designed to create a strong sense of security for its diverse users.

APPENDIX C

HASTINGS PARK WORKING COMMITTEE

Council created the Hastings Park Working Committee on March 16, 1995 to assist the Park Board with the development of a Restoration Plan for Hastings Park. There are 12 active members of the Committee:

- Ms. Ardell Brophy, Racetrack
- Ms. Patricia Coutts, Hastings Resident
- Mr. Peter Ellickson, Racetrack
- Mr. Bryant McAfee, Racetrack
- Ms. Marion Olivieri, Hastings Resident
- Mr. Douglas Paterson, Vancouver Resident
- Mr. Earle Peach, Environment
- Mr. Alan Scales, Arts & Culture
- Mr. Rolf Tevely, Sports
- Mr. Gerry Underhill, Hastings Resident
- Ms. Mariken Van Nimwegen, Hastings Resident

- Mr. Timothy Welsh, Hastings Resident

Two additional members, Mr. Greg Antonson and Mr. Steve Varty, represented the PNE employees, but chose not to attend meetings. One alternate member, Mr. Bruce Wright (Environment), also contributed.

SUMMARY OF PUBLIC CONSULTATION

Working Committee

Since the adoption of the Hastings Park Restoration Program in February 1996, the Hastings Park Working Committee has met a total of 24 times:

March 11/96	March 18/96		
April 9/96	April 22/96		
May 6/96	May 13/96	May 15/96	May 29/96
June 11/96			
July 15/96	July 30/96		
Sept. 4/96	Sept. 10/96	Sept. 24/96	
Oct. 15/96	Oct. 29/96		
Nov. 13/96			
Dec. 2/96	Dec. 9/96		
Jan. 7/97	Jan. 21/97	Jan. 29/97	
Feb. 6/97	Feb. 19/97		

Design Workshop

On June 22/96, a design workshop was organized for participants in the 5 sub-groups (Residents Forum, Racetrack Forum, Environment Forum, Arts Forum, Sports Forum) involved in the Hastings Park planning to give preliminary feedback on key design issues raised by the landscape architect. A total of 140 "forum" members were invited, and 45 attended the workshop.

Display at PNE

An information display was set up at the 1996 annual fair in the B.C. Pavilion, explaining the objectives of the restoration of Hastings Park and activities/features to be found in the future park.

Mailout/Distribution of Newsletters

Over 7,500 newsletters were mailed out in November 1996 to all those on the Hastings Park mailing list and to all residents and owners in the ' V5K' district (bounded by Nanaimo, East 1st Avenue, Boundary Road & the waterfront). The newsletter described the 3 park options being considered and advertised the upcoming Community Conference and Open Houses.

Newsletters were also distributed to the following locations: Vancouver City Hall, Park Board Offices, Hastings Community Centre, Hastings Library, Kiwassa Neighbourhood House, Frog Hollow Neighbourhood House, Thunderbird Community Centre, Renfrew Community Centre, Trout Lake Community Centre, Britannia Library, Templeton Pool, Franklin Community School, Eileen Dailly Pool (Burnaby).

Newspaper/Internet Advertising

The Park Board advertised the upcoming Community Conference and the Open Houses in the following newspapers: Vancouver Courier, Vancouver Echo, Sing Tao, Ming Pao. The date and location of the events were also advertised on the City' s internet site. A feature story in the Vancouver Sun was written on Hastings Park on page B1 of the November 23/96 edition, including the dates of the events.

Community Conference

About 150 attended an all-day conference on November 23/96 in the B.C. Pavilion at Hastings Park. There was a slide presentation by the landscape architect in order to explain the common features and the differences between the 3 options. A questionnaire was handed out to all participants, and 120 questionnaires were returned.

Meeting in Cantonese

A meeting was held on December 5/96 at Hastings Community Centre in Cantonese. The newsletter and questionnaire were translated. Over 50 people attended, and 41 questionnaires were filled in.

Open Houses

A number of Open Houses were organized in a variety of locations. A Park Board staff member is present during these events. Presentation boards, newsletters and questionnaires were handed out. It is estimated that 700 people attended the Open Houses, with 149 questionnaires being filled in.

Four one-day Open Houses were held in the Hastings-Sunrise neighbourhood:

- Franklin School (Nov. 27)
- Kiwassa Neighbourhood House (Nov. 28)
- Hastings Community Centre (Nov. 29)
- Hastings Library (Nov. 30)

A two-day Open House was held at the Main Branch of the Public Library on December 13 and 14.

Public Displays

A number of public displays were organized so that members of the public who could not attend one of the designated events could still view the 3 options. Presentation boards and newsletters were available. A Park Board staff

member was not present. Displays were set up at:

- Hastings Community Centre, from Dec. 2 to Dec. 9
- Vancouver City Hall, from Dec. 10 to Dec. 12
- Renfrew Community Centre, from Dec. 16 to Jan. 6
- Templeton High School, from Jan. 6 to Jan. 9
- Britannia Library, from Jan. 9 to Jan. 16
- Templeton High School, from Jan. 16 to Jan. 28
- Vancouver City Hall, from Jan. 29 to Feb. 5
- Templeton High School, from Feb. 6 to Feb 12
- Hastings Community Centre, from Feb. 13 to Feb. 27

Templeton High School

Park Board staff presented the 3 park options to 1,000 students, from Feb. 6 to Feb. 12. Questionnaires were handed out to all. Over ' x' were returned by Feb. 21.

RESULTS FROM QUESTIONNAIRES

It is estimated that at these events, close to 1,200 questionnaires were handed out at the following events:

- Community Conference (November 23, 1996)
- Meeting in Cantonese (December 5, 1996)
- Open Houses in Neighbourhood (Nov. 27-30 & Dec. 2-9, 1996)
- Open Houses at City Hall & Main Library (Dec. 10-14, 1996)
- Presentations at Templeton High School (Feb. 6-12, 1997)

A total of 350 questionnaires were returned.

Which park option do you like?

	TOTAL
OPTION 1	106
OPTION 2	32
OPTION 3	166
OTHER	43
TOTAL	347

Note:The Park Board also received 6 letters/e-mails. One favoured Option 1, four favoured Option 3, and one favoured combining Options 1 and 3.

Note:"Other" includes all responses that didn' t indicate option 1, 2 or 3, including "combination of options" and "no response".

Which "Allée" option do you like?

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		TOTAL
OPTION 1	No Forum, No Rollerland	112
OPTION 2 or 3	With Forum & Rollerland	179
OTHER		56
TOTAL		347

Which playfields option do you like?

		TOTAL
OPTION 1	along Renfrew	97 (28%)
OPTION 2 or 3	Empire Bowl	163 (47%)
OTHER		87 (25%)
TOTAL		347

Which connection do you like

Across Hastings Street?

		TOTAL
IMPROVEDCROSSWALKS		47 (17%)
CROSSWALKS HASTINGS BRIDGE		154 (56%)
OTHER		72 (26%)
TOTAL		273

Which connection do you like

Across the Cassiar Connector?

		TOTAL
IMPROVED CROSSWALK		49 (18%)
CROSSWALK& PANDORA BRIDGE		134 (50%)
OTHER		90 (33%)
TOTAL		273

Which connection do you like

Across McGill Street?

		TOTAL
WESTERLY &EASTERLY OVERPASSES		85 (28%)

USE EXISTING TUNNELS	34 (11%)
CENTRAL OVERPASS	113 (37%)
OTHER	74 (24%)
TOTAL	306

Which parking option do you like?

	TOTAL
ALL SURFACE	108 (34%)
PARKING STRUCTURE	115 (37%)
OTHER	91 (29%)
TOTAL	314