

Transcript from Main 2nd-7th Light Industrial Workshop #2 March 29th, 2009



The following document is a collection of transcripts of comments made by community participants at the second light industrial area workshop held on March 29th, 2009. The workshop forms part of the Mount Pleasant Community Planning Program (www.vancouver.ca/mountpleasant). The collection of transcripts cover discussions about the light industrial area of Mount Pleasant.

How the Transcripts were recorded

Over 40 people attended the Main 2nd to 7th light industrial area workshop #2. After staff summarized the key ideas from the first workshop, participants divided themselves into four groups, either re-joining their group from the first workshop or joining a new group. Each group assessed options outlined by participants from M27 #1, using assessment criteria suggested by workshop participants and City policy. Comments and questions were recorded on posters. Maps from M27 #1 were then refined to reflect comments made during the assessment session and any additions, comments, or questions were added to the maps.

Understanding the Transcripts

Assessment Criteria (page 2): The assessment criteria suggested by City policy is written in normal type, and criteria suggested by workshop participants is written in **bold type**.

Options (left column on each group poster): Outlines main ideas from M27 #2; they are categorized as 'options' because some ideas conflict with others. Further discussion and understanding of trade-offs are required to formulate a clear direction.

Comments (middle column) and Questions (right hand column on each group poster): Comments and questions are transcribed directly from notes made by workshop participants and urban designers/facilitators on posters and maps at the workshop.

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Assessment Criteria - from City Policy and M27 #1



Mount Pleasant

City of Vancouver
Community
planning program

The criteria in normal type were suggested by workshop participants and by City policy. The criteria in **bold type** have been solely suggested by workshop participants in M27 #1.

Services, Facilities, and Economy:

- Meet diversity of local needs and better target community services
- Create a vibrant shopping area that mixes other compatible uses
- Support uses that increase jobs on Main St.
- Strengthen light industrial function on Quebec St.
-

Housing:

- Retain/develop more affordable housing (e.g. retain rental, **artist/live work units, reuse infrastructure, mix housing types and income levels**)
- Support higher density (where appropriate)
-

Traffic and Transportation:

- Improve walking, biking, and transit service
- Provide efficient traffic movement but no extra capacity
- Calm traffic in neighbourhoods
-

Heritage and Character:

- Identify areas for heritage celebration/preservation
- Define and enhance neighbourhood character (e.g. respecting views and sunlight, **activating laneways, creating mews, greenspace**)
- Utilize unique streetscapes and landmarks (e.g. mark course of Brewery Creek, **interpretive signage, murals, heritage names for lanes or parks**)
-

Arts and Culture:

- Facilitate artistic expression (e.g. studios, performance space, **galleries, public art**)
-

Sustainability

- Promote sustainability (e.g. green building guidelines, green roofs, **adaptable and flexible buildings**)
-

Red Group

Options	Comments	Questions
<p>A. Land use/housing/jobs:</p> <ul style="list-style-type: none"> • Create a village like feel with a mix of residential, office, retail, and light industrial uses • Artist's live/work studios and galleries • Affordable rental housing • Local-serving shops and services • Keep small and varied frontages 	<ul style="list-style-type: none"> • Concentrate retail where it isn't too steep (e.g. from 5th - 7th) • Large anchor (but no big box) where it is steeper (e.g. between 2nd and 5th) • Retail can work despite steep hill between 2nd and 7th. Small, local shops all the way. • More residential in M27 means greater service needs; #1 Kingsway not enough; use a service provider as the anchor. • Slope around 4th/5th is steep enough to provide 1 and 2 storey entrances; interesting. • Small institutional places are very important (e.g. Whip and Narrows) to neighbourhood but conflict with noise in residential area • Artist live/work area should have variety of housing types (e.g. walk ups) • Increasing residential uses will support/create more industry (local jobs) • Theme and character of M27 should be about creative sector/cultural node • Bias for street front and laneways • How about residential uses fronting laneways (like Watson)? Would contribute to goal of activating , pedestrianizing lanes 	<ul style="list-style-type: none"> • Is there an inventory of creative sector contribution in M27? • What is in light industrial area now? The answer can help us know what it could be.
<p>B. Scale/form of development/character:</p> <ul style="list-style-type: none"> • Allow a range of building heights • Respect area character, the need for affordable housing and live/work units, and affordable retail units • Identifiable built form at 2nd and 7th (i.e. gateway) • Unique design theme and guidelines • Ensure new development is adaptable for a variety of uses • Wrap retail onto some side streets • Make lanes more lively by allowing shops to front the lane and encourage pedestrian and cyclist activity 	<ul style="list-style-type: none"> • Give incentive to businesses to start building in area by allowing extra height on first come first serve basis • More concerned with sunlight (than views) on east side of Main St., especially at street level for pedestrians • Views are important • Views are more important in residential areas; not so much down Main St. corridor • Build 4 unit towers that are high but thin to allow for peak-a-boo views of mountains • 6+ stories are okay • More height will quieten surrounding neighbourhood • Include studio space in laneways 	

Options	Comments	Questions
<p>C. Transportation:</p> <ul style="list-style-type: none"> • No Quebec/Kingsway Connector, convert City owned lots for community use (e.g. farmers'/art market and park), give priority to pedestrians and cyclists • Integrate street car • Make intersection of Kingsway, Main, and 7th safer for pedestrians • More and safer pedestrian crossings • Improve transit service with better connections to SkyTrain and downtown • Use 6th as east/west connector 	<ul style="list-style-type: none"> • Quebec connector contradicts City policy • Quebec Connector only in conjunction with enhancing pedestrian realm on Main St. (e.g. narrow street, median, wider sidewalks) • We use cars less and less, so why build Quebec Connector which benefits the car? • Streetcar on Main St. could enhance pedestrian realm • Streetcar and future rapid transit station need to link together • Main St. could feel comfortable to pedestrians and have retail and residential even if it is a major, transportation corridor (e.g. look at Granville St. between 16th and 4th) • Transit connection needed from M27 to Science World/Terminal • Make Main St. 1-way, heading north; Quebec is 1-way, heading south • Round-a-bout at 7th and Main would slow traffic and indicate entrance to pedestrian area • Lower parking lot requirements for residential area 	<ul style="list-style-type: none"> • Need to know where/if rapid transit station will be in M27 to answer Quebec Connector question. When will this be decided? Enough time for the decision to be included in this plan?
<p>D. Connections/pathways:</p> <ul style="list-style-type: none"> • Use lanes as pedestrian/cycling connections and develop pathways through the industrial area to local destinations • Improve wayfinding on bikeways and greenways (e.g. special signage) 	<ul style="list-style-type: none"> • Laneways done well in Gastown (e.g. area where Red Door use to be) • Main St. north/south is steep; east/west is flat so should focus on connections (e.g. mid block punch outs, like seen on drawing) 	
<p>E. Public realm:</p> <ul style="list-style-type: none"> • Create a community gathering place, plaza, and mews • Develop useable parks and green space • Add green space at 7th and Main • Install curb ramps, benches, and street trees • Provide wider sidewalks, special paving and lighting, and public art 	<ul style="list-style-type: none"> • Use community driven projects and immediately fill in available space. Need to identify all of these spaces (e.g. vacant private parking lots, auto body shops that close on the weekend, etc.). Economic opportunity that could start now and include community. • More public space because it reduces crime and creates a stronger community (attractive to young families) 	<ul style="list-style-type: none"> • Where are spaces available in M27 for community projects? • How do community spaces (markets, gardens, etc.) happen? Tax break for developer?

<p>F. Heritage:</p> <ul style="list-style-type: none"> • Keep historic flavour and feel, new development to fit in with existing heritage/character buildings • Develop a memorial/heritage park • Celebrate history and culture with street/lane names, events, and walking tours • Acknowledge Brewery Creek 		
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Transcript of Notes Posted on Map

A. Land use/housing/jobs

- Retain industrial uses in this area. Increasing housing for the M27 area is good for local jobs and good for industrial growth
- Put anchor grocery store at corner of 4th and Quebec (underdeveloped site). Site is accessible, and at mid-grade. Realize however, that people don't live here.
- Grocery store anchor best at 2nd and Main. Most people will walk to store, so car access is not relevant
- Anchor around 2nd and Main (large grocery store or social service)

B. Scale/form of development/character

- Put additional height to west of Main St. since out of view cone
- Views not as important as sunlight. Okay with height as long as retain quality of light on Main St. and in laneways.
- Ashnola building (heritage) should be used to set heights around 5th/6th.
- Build tall, but slim buildings to retain some views

C. Transportation

- No Quebec Connector because will bring more traffic to the area
- Quebec Connector could be used to pedestrianize Main St. by narrowing the street, wider sidewalks, etc.
- Round-a-bout at 7th and Main to slow traffic and transition into pedestrian focus
- Pedestrianize Main St. with streetcar
- Stronger bike connections. 5th as a bike route conflicts with cars that use this route because of light at Main and 5th and route is not consistent with 7th Ave. bike route to the west. Make 7th the bike route.

D. Connections/pathways

- Focus on east/west connections; not as steep as north/south

E. Public Realm

- Locate many small garden plots (e.g. school parking lot), not just site at Main and 7th

F. Heritage

Yellow Group

Options	Comments	Questions
<p>A. Land use/housing/jobs:</p> <ul style="list-style-type: none"> • Create a village like feel with a mix of residential, office, retail, and light industrial uses • Artist's live/work studios and galleries • Affordable rental housing • Local-serving shops and services • Keep small and varied frontages 	<ul style="list-style-type: none"> • Ensure a seamless, continuous transition from Main to the east and west; • Locate density at transit stations, but recognize different character of each station area • Great Northern Way campus needs to respect area south • Preserve industrial integrity 	
<p>B. Scale/form of development/character:</p> <ul style="list-style-type: none"> • Allow a range of building heights • Respect area character, the need for affordable housing and live/work units, and affordable retail units • Identifiable built form at 2nd and 7th (i.e. gateway) • Unique design theme and guidelines • Ensure new development is adaptable for a variety of uses • Wrap retail onto some side streets • Make lanes more lively by allowing shops to front the lane and encourage pedestrian and cyclist activity 	<ul style="list-style-type: none"> • Consider different uses at gateway; intensity gateway okay; implementation is important • 80 to 90 ft from 2nd to 7th with articulation is possible • Put "active" uses off Main • Main St. is not 4th Ave. 	
<p>C. Transportation:</p> <ul style="list-style-type: none"> • No Quebec/Kingsway Connector, convert City owned lots for community use (e.g. farmers'/art market and park), give priority to pedestrians and cyclists • Integrate street car • Make intersection of Kingsway, Main, and 7th safer for pedestrians • More and safer pedestrian crossings 	<ul style="list-style-type: none"> • Tunnel for future traffic instead of Quebec connector? • Make private parking "public" - allow public to park on private lands • Review area for specific parking strategy • Tram is a waste of public money if it does not provide a function • No Quebec Connector: mixed opinion • Future transit site has important implications • Use transit site as a destination 	<ul style="list-style-type: none"> • What are the specifics of the tram line? • Technology of the streetcar? • Circulation question: more analysis needed

Options	Comments	Questions
<ul style="list-style-type: none"> • Improve transit service with better connections to SkyTrain and downtown • Use 6th as east/west connector 		
<p>D. Connections/pathways:</p> <ul style="list-style-type: none"> • Use lanes as pedestrian/cycling connections and develop pathways through the industrial area to local destinations • Improve wayfinding on bikeways and greenways (e.g. special signage) 	<ul style="list-style-type: none"> • Connections to multi-modal hub at GNW Campus (e.g. bike route) • Connections to future transit stations 	
<p>E. Public realm:</p> <ul style="list-style-type: none"> • Create a community gathering place, plaza, and mews • Develop useable parks and green space • Add green space at 7th and Main • Install curb ramps, benches, and street trees • Provide wider sidewalks, special paving and lighting, and public art 	<ul style="list-style-type: none"> • Green space is limited; link to density • Amenities lacking; park space • Respond to lack of green space by closing some blocks on bike route • Public realm improvements “off Main” • Light / solar exposure important • Improve Main St. experience • Brewery Creek to station connection to be explored 	
<p>F. Heritage:</p> <ul style="list-style-type: none"> • Keep historic flavour and feel, new development to fit in with existing heritage/character buildings • Develop a memorial/heritage park • Celebrate history and culture with street/lane names, events, and walking tours • Acknowledge Brewery Creek 		

Transcript of Notes Posted on Map

A. Land use/housing/jobs

- Constrain bulk of development to corridor
- Distinguished corridor with unifying form and character for Main St.
- Store at bottom of Main at 2nd not necessarily viable
- Place seniors housing at 7th and Main (close to transit)

B. Scale/form of development/character

- Flexibility in existing buildings
- Responsive regulations/zoning
- Respect block pattern
- Lee building as a benchmark - no consensus
- Strategically locate mid rise forms along the corridor
- Pull height south
- Texture or character should be brick, more reflective of existing character (i.e. Whip building)

C. Transportation

D. Connections/pathways

- Laneway interface condition; transition and active
- Double fronting buildings so active on both sides

E. Public Realm

- Need for amenity strategy
- Covered pedestrian walking environment

F. Heritage

Blue Group

Options	Comments	Questions
<p>A. Land use/housing/jobs:</p> <ul style="list-style-type: none"> • Create a village like feel with a mix of residential, office, retail, and light industrial uses • Artist's live/work studios and galleries • Affordable rental housing • Local-serving shops and services • Keep small and varied frontages 	<ul style="list-style-type: none"> • Commercial on first floor, residential or offices on 2nd floor • This planning process should include 200 & 300 blocks of E. 1st and E. 2nd which is in the current IC3 zone • Special laneway zoning for more housing and small shops • Business services may be restricted • No "Choices" type businesses in area; no grocery stores • Gallery spaces 	<ul style="list-style-type: none"> • Quebec industry?
<p>B. Scale/form of development/character:</p> <ul style="list-style-type: none"> • Allow a range of building heights • Respect area character, the need for affordable housing and live/work units, and affordable retail units • Identifiable built form at 2nd and 7th (i.e. gateway) • Unique design theme and guidelines • Ensure new development is adaptable for a variety of uses • Wrap retail onto some side streets • Make lanes more lively by allowing shops to front the lane and encourage pedestrian and cyclist activity 	<ul style="list-style-type: none"> • Variety of building heights on each block (height TBD) • Low, medium, and high areas • No towers • If heights are to be higher and lower, they should be 1-4 stories along Main • Fire access and service restricted in lanes? • No address in/off lanes • If developer given a variance on height and density they must give much bigger parks back to the community and maintain it by CoV laws • No extra height on Main, keep current IC2 and IC3 zoning and heights the same • If a high building is allowed then the people whose "view" of mountains and sunsets must be taken into account and asked if they want height before allowed early on in the process • Now in IC3, height is 60 ft (keep this) with 3.0 FSR, which means a development can cover ½ the lot; keep height and add more FSR (density). • Big trade-offs; need more process and on-going subsequent follows • Strict enforcement (accountability) of public amenities for higher density • Make changes to meet M27 needs (update?) • Define or modify terminology of "artist live/work" • Retain the view from 7th to 1st Ave. • 60 ft buildings or taller will not maintain the views down Main St.; therefore, 40 ft should be the limit from 7th to 2nd. • Wrap-around 	<ul style="list-style-type: none"> • What is the ideal density? Can we define one, block by block? • Scale and density?

Options	Comments	Questions
	<ul style="list-style-type: none"> No retail stores curving around the streets of 7th to 2nd Courtyards with retail uses 	
<p>C. Transportation:</p> <ul style="list-style-type: none"> No Quebec/Kingsway Connector, convert City owned lots for community use (e.g. farmers'/art market and park), give priority to pedestrians and cyclists Integrate street car Make intersection of Kingsway, Main, and 7th safer for pedestrians More and safer pedestrian crossings Improve transit service with better connections to SkyTrain and downtown Use 6th as east/west connector 	<ul style="list-style-type: none"> Development must build enough parking for their residents plus extra parking for rental Comprehensive approach to parking supply and demand. This would include: <ol style="list-style-type: none"> More parking underground to service local parking needs Future potential parking needs for community Rental of spaces Public and private needs Traffic calming to restrict Skytrain traffic Clarify bus connection to new station Crime at Skytrain station 	<ul style="list-style-type: none"> GNWC connection? More debated needed over Quebec connector
<p>D. Connections/pathways:</p> <ul style="list-style-type: none"> Use lanes as pedestrian/cycling connections and develop pathways through the industrial area to local destinations Improve wayfinding on bikeways and greenways (e.g. special signage) 		
<p>E. Public realm:</p> <ul style="list-style-type: none"> Create a community gathering place, plaza, and mews Develop useable parks and green space Add green space at 7th and Main Install curb ramps, benches, and street trees Provide wider sidewalks, special paving and lighting, and public art 	<ul style="list-style-type: none"> Developer must remain responsible for a park or amenity it supplies More City initiatives to encourage art facilities More spaces to display "the gateway" Interior courtyards with public access Green amenities could support higher density Green roof must not be extra height than what is allowed in the zone No plazas; lends itself to crime, bums live in the plaza Some plazas need to be gated because of crime Effective lighting for pedestrians 	
<p>F. Heritage:</p> <ul style="list-style-type: none"> Keep historic flavour and 	<ul style="list-style-type: none"> Heritage qualities; 5 themes could be 	

Options	Comments	Questions
feel, new development to fit in with existing heritage/character buildings <ul style="list-style-type: none"> • Develop a memorial/heritage park • Celebrate history and culture with street/lane names, events, and walking tours • Acknowledge Brewery Creek 	created <ul style="list-style-type: none"> • Creek restoration (e.g. look at Olympic Village) • Daylight/open creek with large boulders and grass; animals and birds can use it • Mirror heritage in new developments • Social and cultural histories • Retain housing where possible (little houses) • Provide grant money to project homes 	

Transcript of Notes Posted on Map

A. Land use/housing/jobs

B. Scale/form of development/character

- Gateway/anchor at 2nd and Main
- Bus route along 2nd? Doesn't make sense here?
- Low rise east along Main St.; med (some spots to keep sun on mews) or high rise (7-8 stories) on either side of laneway east of Main St.; low rise west along Scotia St.
- Heading West to East: Low rise along eastern side of Main St.; with med (some spots to keep sun on mews) or high rise (7-8 stories stepped back) on either side of the laneway east of Main St.; and with low rise again along the western side of Scotia St: lower - higher - lower.
- Heading South to North: Higher buildings at 7th Ave, lower buildings heading north and down Main St, with higher buildings at the bottom near 2nd Ave: higher - lower - higher.

C. Transportation

- More info on Quebec Connector

D. Connections/pathways

- Pedestrian walkway and pedestrian environment in lanes and in punched out east/west connections across Main

E. Public Realm

- Plaza at 3rd and Lorne (CEPTED, active, lighting, shops/services, low building to south to keep sun on plaza)

F. Heritage

- Heritage as design rationale for new development
- Retain Ashnola building as historic element (significant)
- Retain housing at 3rd and Scotia as heritage significance; pedestrian priority in area

Green Group

Options	Comments	Questions
<p>A. Land use/housing/jobs:</p> <ul style="list-style-type: none"> • Create a village like feel with a mix of residential, office, retail, and light industrial uses • Artist's live/work studios and galleries • Affordable rental housing • Local-serving shops and services • Keep small and varied frontages 	<ul style="list-style-type: none"> • Real artist spaces are needed not the loft/studio (really just condos) with appropriate facilities space for "dirty work" • Raise standards of existing artist studios; think about kind of space and facilities (e.g. ventilation) • Non-market (not just low end) rentals and co-ops • Village means community, walkable/bikeable, local services, small (5,000 sq.ft), independent, small/human scale, variety of housing, tenure types 	<ul style="list-style-type: none"> • How can city promote or encourage non-market and co-op housing? • Is it possible for City to donate/lease land to non-marking housing project? • Does the current zoning support the idea of a "village" on Main St.? • Possible to have rental control for retail/commercial units? • Is there a correlation between this planning process and the City Culture Plan and Vancouver Economic Development Strategy?
<p>B. Scale/form of development/character:</p> <ul style="list-style-type: none"> • Allow a range of building heights • Respect area character, the need for affordable housing and live/work units, and affordable retail units • Identifiable built form at 2nd and 7th (i.e. gateway) • Unique design theme and guidelines • Ensure new development is adaptable for a variety of uses • Wrap retail onto some side streets • Make lanes more lively by allowing shops to front the lane and encourage pedestrian and cyclist activity 	<ul style="list-style-type: none"> • Village means low rise (4-6 stories) • Height appropriate to view cone (e.g. small at 5th, taller at 2nd) • Stagger density so not all in one place • Step tower faces back from the street • New buildings simple without fancy finishes • Think about pedestrian arcades like at the Lee bldg on Broadway • Create character through street landscaping (landscaped median, street trees) • Concern that a "gateway building" could be dated/obsolete; make gateway have a purpose (e.g. farmers' market) • "Gateway" could be a plaza • Grocery store at 2nd and Main not a good idea; have to walk back up hill with groceries • Guidelines to promote good design (more than a theme) such as protection for pedestrians, setbacks, etc. • The design theme/architectural theme for this neighbourhood should be the "creative sector" • Accommodate real creative uses, and also embody creativity in buildings and landscape 	

Options	Comments	Questions
	<ul style="list-style-type: none"> • Create zone for architectural innovation and experimentation • Real heritage buildings should be preserved, but NO FAUX historicism. Let the historic be real, let current design be creative and future oriented 	
<p>C. Transportation:</p> <ul style="list-style-type: none"> • No Quebec/Kingsway Connector, convert City owned lots for community use (e.g. farmers' /art market and park), give priority to pedestrians and cyclists • Integrate street car • Make intersection of Kingsway, Main, and 7th safer for pedestrians • More and safer pedestrian crossings • Improve transit service with better connections to SkyTrain and downtown • Use 6th as east/west connector 	<ul style="list-style-type: none"> • Street car purpose should be for transportation (not tourists) • Make 5th a permanent light signal • No Kingsway connector • Make 7th safe for pedestrians • Don't get why make 6th the east/west connector? 5th is already a bike route. 	<ul style="list-style-type: none"> • What about an underground connector?
<p>D. Connections/pathways:</p> <ul style="list-style-type: none"> • Use lanes as pedestrian/cycling connections and develop pathways through the industrial area to local destinations • Improve wayfinding on bikeways and greenways (e.g. special signage) 	<ul style="list-style-type: none"> • Lane west of Main behind Vivo and architecture office is great; think about how to make it better without interrupting lane services (garbage pick-up and parking) • Pedestrian and bike areas: Could we include skateboard elements along a pedestrian/bike path? Could we include bike facility also for trail bikes, ledges, etc.? 	<ul style="list-style-type: none"> • What happens to garbage bins and parking entrances of lanes that are pedestrianized?
<p>E. Public realm:</p> <ul style="list-style-type: none"> • Create a community gathering place, plaza, and mews • Develop useable parks and green space • Add green space at 7th and Main • Install curb ramps, benches, and street trees • Provide wider sidewalks, special paving and lighting, and public art 	<ul style="list-style-type: none"> • Create more than just one gathering/plaza space • Acknowledge Brewery Creek more (e.g. on street and in park, but not faux) • Look at China Creek Park • If new park placed at Main and 7th, make sure pedestrians are well protected (e.g. barrier) from traffic coming from Kingsway • Boulevard median (landscaped) on Main St. 	
<p>F. Heritage:</p> <ul style="list-style-type: none"> • Keep historic flavour and 	<ul style="list-style-type: none"> • Don't want faux historic buildings 	

Options	Comments	Questions
feel, new development to fit in with existing heritage/character buildings <ul style="list-style-type: none"> • Develop a memorial/heritage park • Celebrate history and culture with street/lane names, events, and walking tours • Acknowledge Brewery Creek 	<ul style="list-style-type: none"> • Respond to character and form but don't make Disneyland on Main St. • Let new be new • Not sure what memorial/heritage park means. Put a plaque up. 	

Transcript of Notes Posted on Map

A. Land use/housing/jobs

- Examine IC2 and IC3 zoning to allow for more housing
- Create affordable, non-market housing site at 7th and Main

B. Scale/form of development/character

- Spill onto Main St.; find a way to have existing cultural businesses and institutions (e.g. Vivo) have a more open front onto Main St.

C. Transportation

- Make 6th the bike route?
- Create major pedestrian connection at 7th

D. Connections/pathways

- Create connected path from 7th and Main to Quebec (on Quebec connector route), through affordable housing project to green space at north/east corner of 6th and Quebec
- Close 6th between Quebec and Main St to add to green space in Mt. Pleasant or a "shared street"

E. Public Realm

- Same treatment on Main 2nd to 7th as Showcase (e.g. pedestrian/bus bulges)
- Green Main St. by adding more green space on sidewalks rather than medians
- Consider a plaza or sculpture as the "gateway"
- Close off Lorne and 3rd and make a plaza with shops, businesses, storefronts, and restaurants opening to the plaza
- Just east of Lorne and 3rd in back lane, make this space a courtyard space and green it up
- Activate lanes and deal with garbage (consolidate it)
- Community garden at 6th and Quebec (north/east corner)

F. Heritage