

Transcript from Shopping Area Workshop #3

June 14, 2009



Mount Pleasant

**Community
planning program**

The following document is a collection of transcripts of comments made by community participants at the third shopping area workshop held on June 14, 2009. The workshop forms part of the Mount Pleasant Community Planning Program (www.vancouver.ca/mountpleasant). These transcripts cover the discussions about four separate shopping areas in Mount Pleasant.

How the Transcripts were recorded

Over 45 people attended Shopping Area Workshop #3. Staff presented design principles and options that were developed from participant comments from previous SAW and M27 workshops. Participants divided themselves into four groups according to the shopping area in Mount Pleasant they wished to discuss. Each group focussed on “filling-in the gaps” in the concept plan for their shopping area and concept plan ‘alternatives’ suggested by staff. Comments, ideas, and questions were recorded on drawings and maps.

Understanding the Transcripts

OPTIONS (left column): The options, written in normal type, were developed from workshop participant comments and concept plan alternatives suggested by staff.

COMMENTS (right column): The comments, written in *italic type*, are transcribed from notes made by workshop participants and urban designers/facilitators on drawings and maps at the workshop.

Shopping Areas

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Broadway West

1 - MEC BLOCKS

<p>OPTION 1</p> <p>DESCRIPTION: The concept is focused on a new pedestrian connection between Mountain Equipment Coop and Jonathan Rogers Park. Consolidating the existing block and reorganizing the lane are key elements to this concept.</p> <p>The new pedestrian connection could take advantage of new development that focuses activity along the lane. Further, the existing block structure makes it difficult to redevelop into a more intensive form of development.</p> <p>KEY URBAN DESIGN PRINCIPLES:</p> <ul style="list-style-type: none"> • Identify the heart of Mount Pleasant’s shopping areas • Strengthen links within Mount Pleasant and to Citywide destinations • Cultivate a sense of place 	<p>COMMENTS</p> <ul style="list-style-type: none"> • <i>Build on Option 1 with a significant mid-block crossing leading to Jonathan Rogers Park</i> • <i>Re-orient commercial storefronts or lots to face into the open space</i> <p>The following comments apply to both OPTIONS 1 and 2</p> <ul style="list-style-type: none"> • <i>Courtyard fronting Broadway to break up block, offer pedestrian area set back from street</i> • <i>Pedestrianized alley leading north to Jonathan Rogers Park</i>
<p>OPTION 2</p> <p>DESCRIPTION: The concept is similar to option 1 but is focused on the east/west lanes that currently exist. The concept seeks to animate these lanes with new development that makes active use of the lanes and creates a distinct identity through this area.</p> <p>While it could be combined with a new north/south link, the main objective is to create new activity in the lane, thereby shifting the pedestrian focus along a more pleasant environment.</p> <p>KEY URBAN DESIGN PRINCIPLES:</p> <ul style="list-style-type: none"> • Identify the heart of Mount Pleasant’s shopping areas • Strengthen links within Mount Pleasant and to City-wide destinations • Cultivate a sense of place 	<ul style="list-style-type: none"> •
<p>OPTION 3</p> <p>DESCRIPTION: The concept is focused on the adjacent Manitoba Street as the renewed north/south connection. The concept denotes this primary street connection with built form and streetscape treatment that responds to the location of Jonathan Rogers Park. The</p>	<ul style="list-style-type: none"> •

<p>buildings retreat from the street edge to create a dynamic street environment and one that keeps the focus on the existing street networks.</p> <p>KEY URBAN DESIGN PRINCIPLES:</p> <ul style="list-style-type: none"> • Strengthen links within Mount Pleasant and to City-wide destinations • Cultivate a sense of place 	
	<p>GENERAL COMMENTS</p> <ul style="list-style-type: none"> • <i>Future development should aim for local residents first</i> • <i>Functions of J.R. Park are key to connectivity</i> • <i>Include artists as part of the local business community</i> • <i>Extend invitation to businesses outside of Mount Pleasant BIA in future business open house meeting</i> <p>Creative Businesses</p> <ul style="list-style-type: none"> • <i>More about land use than form</i> • <i>Create 'commercial grade' artists space like Railspur Alley on Granville Island</i> • <i>Need space for community gallery and affordable residential (rental) space for artists nearby but separated</i> • <i>Different from artist live-work which combines studio and living inside a unit</i> <p>Diagonal Alleys</p> <ul style="list-style-type: none"> • <i>Recognizes the most likely pedestrian entry points will be at street corners where crossings exist rather than mid-block</i> • <i>Create small pedestrian plazas at southeast and west corners</i> <p>Market Facing Park</p> <ul style="list-style-type: none"> • <i>Create a mid-block open space that could be used for a farmer's market or other events, facing onto Jonathan Rogers Park</i> <p>Replace 8th Avenue with More Park</p> <ul style="list-style-type: none"> • <i>No car traffic 8th Avenue</i> • <i>No new north-south lane through the block</i> • <i>Extend Jonathan Rogers southwards</i> • <i>Expand community garden space</i> • <i>Artists space facing a green street</i> • <i>Lane is retained to service commercial artists and industrial uses</i> <p>Broadway Setback</p> <ul style="list-style-type: none"> • <i>Large new setback from Broadway offers space for service access and pedestrian open space</i> • <i>No lane allows for deeper lots</i> <p>Wrap Around</p> <ul style="list-style-type: none"> • <i>Better frontages to draw people around on Manitoba and Columbia</i> • <i>Continue the sidewalk upgrades (like bike path stations and greenways already seen in residential</i>

	<p><i>areas) north of Broadway as well to create 'urban oases'</i></p> <ul style="list-style-type: none">• <i>Reorient commercial frontages to face west and east</i>• <i>Possibility of reconfiguring lane</i> <p><i>Rooftop Gardens</i></p> <ul style="list-style-type: none">• <i>Extensive gardens like Vancouver Public Library, food gardens, or more urban patio spaces to make better use of the elevated spaces</i>• <i>Consultation with MEC or others from office area to contribute innovative ideas</i> <p><i>Overhead Walkways</i></p> <ul style="list-style-type: none">• <i>Span over busy Broadway mid-block to let pedestrians connect with activated roof spaces or even J.R. Park</i>• <i>Precedents of Laurel land bridge and High Line Park in New York</i> <p><i>Waterways</i></p> <ul style="list-style-type: none">• <i>Improve pedestrian amenity, add interest and environmental benefits</i>• <i>Day-lighting underground water courses, introducing new urban streams, or even features which evoke waterways like raised wetland planters</i>• <i>Could have bioremediation or storm water functions</i> <p><i>Height</i></p> <ul style="list-style-type: none">• <i>Capacity for greater height on the north side of Broadway if stepped down and across</i>• <i>Need to preserve solar access to Jonathan Rogers</i>• <i>Should be relieved by breaks or gaps of lower height along Broadway</i> <p><i>Arcades</i></p> <ul style="list-style-type: none">• <i>Increase depth of building by extending over the sidewalk like Lee Building</i>• <i>Offers weather protection</i>
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2 - SHORT BLOCKS

<p>OPTION 1</p> <p>DESCRIPTION: The concept largely leaves the existing urban framework in place - the pattern of parcel and lane remains. The focus is instead on the lane by making it more pedestrian friendly with streetscape enhancements.</p> <p>Adjacent buildings are encouraged to use this newly formed public space by creating active edges to the lane.</p> <p>KEY URBAN DESIGN PRINCIPLES:</p> <ul style="list-style-type: none"> • Cultivate a sense of place • Responsive new development 	
<p>OPTION 2</p> <p>DESCRIPTION: The concept is similar to Option 1, but contemplates the block as a whole. This enables a more efficient redevelopment of the block, making elements such as parking more easily accommodated. An east/west pedestrian 'way' is still part of this concept, but its location is part of an overall block study.</p> <p>While it looks similar to Option 1, this concept requires consolidation of the entire block versus a more incremental form of redevelopment.</p> <p>KEY URBAN DESIGN PRINCIPLES:</p> <ul style="list-style-type: none"> • Cultivate a sense of place • Identify shopping area character and it's heart • Responsive new development • Promote Mount Pleasant's heritage and culture • Strengthen links within Mount Pleasant and to City-wide destinations 	<p>COMMENTS</p> <ul style="list-style-type: none"> • <i>Shallow lot consolidation allows commercial/industrial use but may lose smaller sized businesses</i> • <i>Preserve view when height and consolidation are considered</i>

Main 2nd to 7th (M27)

3 - THE CONNECTOR

<p>OPTION 1</p> <p>DESCRIPTION: The concept responds to a potential extension of Kingsway through to Quebec. The concept examines the resultant block pattern that would remain once the connector is extended, and fills in with a mixture of building and open space. The rationale is for an extended Kingsway to take a significant portion of traffic, thereby allowing for Main (north of 7th) to have more of the character of Main south of Broadway.</p> <p>Intersecting street and lanes would likely need to be closed or redirected to enable the continuous movement of Kingsway.</p> <p>KEY URBAN DESIGN PRINCIPLES:</p> <ul style="list-style-type: none"> • Mark transitions and points of departure • Strengthen links within Mount Pleasant and to City-wide destinations 	<ul style="list-style-type: none"> •
<p>OPTION 2</p> <p>DESCRIPTION: This concept is to eliminate the connector in favour of additional left turn lanes northbound on Main to redirect traffic onto Quebec. The additional width required for the turn lanes would be created out of additional development setbacks.</p> <p>The site 'saved' by the elimination of the connector can now be used for a combination of uses - community, open space, residential, mixed use are all to be explored with this option.</p> <p>KEY URBAN DESIGN PRINCIPLES:</p> <ul style="list-style-type: none"> • Cultivate a sense of place • Mark transitions and points of departure • Responsive new development • Promote Mount Pleasant's heritage and culture • Strengthen links within Mount Pleasant and to City-wide destinations 	<p>COMMENTS</p> <ul style="list-style-type: none"> • <i>Advantage of this option is that it uses the existing structure/road layout of the neighbourhood</i> • <i>Open space at Main and 7th would be good, but concern about access across Main at 7th - would prefer green space east side of Main Street</i> • <i>Consider the City owned property on the north west corner of Main and 7th as a place for green space (larger site compared to east side of Main Street)</i> • <i>Additional setbacks for new development to be considered when open space is needed for proper streetscape treatment (i.e. wide sidewalks, street trees, etc.)</i>
<p>OPTION 3</p> <p>DESCRIPTION: The concept is similar to Option 2 but does not include addition left-turn lanes from Quebec to Main. The increased traffic impact from Kingsway is mitigated by increased width of the public realm along Main. This is realized by acquiring an increased</p>	

<p>setback as sites are redeveloped, and the extra space devoted to street trees and other streetscape elements.</p> <p>KEY URBAN DESIGN PRINCIPLES:</p> <ul style="list-style-type: none"> • Cultivate a sense of place • Mark transitions and points of departure • Responsive new development • Promote Mount Pleasant’s heritage and culture • Strengthen links within Mount Pleasant and to City-wide destinations 	
	<p>GENERAL GOALS</p> <ul style="list-style-type: none"> • <i>Pedestrian realm improvements for Main Street between 2 and 7, wider sidewalks or central median, more street trees, and maximize natural views by encouraging restaurants and patios on the sidewalk</i> • <i>Create more public, open spaces that link Main together (rather than a large consolidated block)</i> • <i>Consider using the space at 7th and Main as a public park, gathering place</i> • <i>Make a safer crossing at 7th + Main (and generally improve crossing east/west across Main to connect residents and parks on either side of Main)</i> • <i>Make the traffic slower along Main, left hand turning bays at every intersection from 7th to 2nd with central median/island to give pedestrians a refuge as they cross the street, signal lights at every intersection</i> • <i>Make this part of Main St a destination and unique from the rest of Mount Pleasant (cultural and art hub)</i> • <i>Reduce the number of cars on Main St., improve transit, biking, and walking infrastructure/service</i>
	<p>GENERAL COMMENTS</p> <ul style="list-style-type: none"> • <i>Concern noted over trucks using Main Street and the impact of that on noise, etc. - why don't trucks use Clark and then turn left onto GNW? Why are they allowed to go down Main St?</i> • <i>Lane east of new community centre should be green space</i> • <i>Matrix showing transportation implications for the connector was good - still need greater understanding of the broader implications including land use, connectivity, impact on amenities, etc. (it was also raised that some open space on the east side of Main and adjacent to the new community centre would be more favourable than on the west side of Main, given the nature of the pedestrian crossing at 7th and Main)</i> • <i>Streetcar generally favourable (if it's actually transit and not just a tourist thing) - but concerns about cost and overlap with existing bus services</i> • <i>The irregular shape of blocks with Kingsway make for interesting fabric</i> • <i>More useful/larger parks with linkages to False</i>

	<p><i>Creek (large park on the north west corner of 7th and Main)</i></p> <ul style="list-style-type: none"> • <i>Need traffic calming (speed humps) on 5th near St. Francis Xavier School</i>
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4 - TRANSIT STATION

<p>OPTION 1</p> <p>DESCRIPTION: The concept places the anticipated transit station on the south side of Great Northern Way, a location that came out of the GNWC charrette.</p> <p>The site is currently green space that acts as a buffer between the existing mixed use building and the busy street. A station entry would have to take into account the nature of the existing building and local context to ensure compatibility. Pedestrian movement patterns, bus integration, and privacy will have to be addressed in this concept.</p> <p>KEY URBAN DESIGN PRINCIPLES:</p> <ul style="list-style-type: none"> • Strengthen links within Mount Pleasant and to City-wide destinations 	<p>COMMENTS</p> <ul style="list-style-type: none"> • <i>Concerns over the proximity of station entrance, especially if it's a major entry - could entertain a minor entry but design issues/compatibility would need to be addressed</i>
<p>OPTION 2</p> <p>DESCRIPTION: The concept locates the anticipated transit station on the north side of Great Northern Way. This location has been discussed in previous community workshops and is positioned to be integrated with any new development north of GNWC.</p> <p>Pedestrian access and connectivity between Mount Pleasant and the station location are key issues for this concept.</p> <p>KEY URBAN DESIGN PRINCIPLES:</p> <ul style="list-style-type: none"> • Responsive new development • Strengthen links within Mount Pleasant and to City-wide destinations 	<p>COMMENTS</p> <ul style="list-style-type: none"> • <i>Option 2 - SUPPORTED</i> • <i>The main access to the transit station should be located on the north side of Great Northern Way, with safe pedestrian access across GNW</i> • <i>Station should be augmented with appropriate development that helps the station be safer, but also provides additional amenities for the neighbourhood. (i.e. make station active, safe with added amenities)</i> • <i>Don't want station to be isolated and in a dead space</i> • <i>This intersection should be made even safer for pedestrians, with road bulges and other traffic-calming measures</i> • <i>Consider pedestrian overpass across GNW at east side of Brunswick, could link to parks and other destinations, must be safe for pedestrians</i> • <i>Station access on south side of GNW was mixed - concern over noise and visual impact to existing building, but also for concern over connection across GNW</i> • <i>Suggestion that green triangle should be used as rotating artist sculptures.</i> • <i>Ensure station and connections link to larger community. Make a better connection between Option #2 and Main @ 2nd. Laneway between 1st and GNW</i>
	<p>GENERAL COMMENTS</p> <ul style="list-style-type: none"> • <i>Questions regarding the nature of the transit line, alignment (vertical and horizontal), implications for the neighbourhood</i> • <i>Concerned that the station will bring criminal</i>

UpTown

5 - KINGSGATE MALL

<p>OPTION 1</p> <p>DESCRIPTION: The concept explores the options around the Kingsgate Mall site. A mixture of uses (commercial, retail, residential, open space) is considered for this site, which has numerous opportunities along its edges - Kingsway and Broadway both have unique attributes that inform building geometries around the site, as do various pedestrian 'desire lines' that intersect the site.</p> <p>KEY URBAN DESIGN PRINCIPLES:</p> <ul style="list-style-type: none"> • Cultivate a sense of place • Identify shopping area character and it's heart • Mark transitions and points of departure • Responsive new development • Promote Mount Pleasant's heritage and culture • Strengthen links within Mount Pleasant and to City-wide destinations 	<p>COMMENTS</p> <ul style="list-style-type: none"> • Turn the mall inside out - design an open space - interaction, active space • Pedestrian and bike traffic to inform design decisions at Broadway and Kingsway • Parking lot "cruddy" • Back side of the Mall fully closed - brick walls - design active façade development • Protect current views on the corner of Broadway and Kingsway • Buy Low Foods 20% increase in sales, Liquor Store 16% increase and most stores in the mall have also seen an increase in sales of 16% • Protect small businesses and keep the little shops, booths, bingo in the mall, chairs • Protect local programs - e.g. Library children's literacy activities, Mall indoor festivals - increases social capital • 150-200 people including children attending special events held at the mall • Hodgepodge, funky, diverse, vibrant inside, "real", huge mix of community members INSIDE the mall, gathering place, gritty, • Planned chaos
	<p>GENERAL COMMENTS</p> <ul style="list-style-type: none"> • Eclectic uses of Kingsgate Mall - cultural uses, diversity • W. 10th / Kingsway / Watson / Broadway (Rize site) acknowledged a development opportunity to be considered as companion to Kingsgate Mall. Further exploration of form / density / height / scale to be explored subject to view and shadow impacts

6 - IGA SITE

<p>OPTION 1</p> <p>DESCRIPTION: The concept examines the current IGA site which was the historic home of the streetcar. The key issues for this site are how to stage new development that makes best use of the site and one that also contributes effectively to the local neighbourhood conditions.</p> <p>Another part of this concept is to investigate ways in which north/south pedestrian movement can be continued through the site by way of a new lane.</p>	<p>COMMENTS</p> <ul style="list-style-type: none"> • Parking underground • IGA entrance on the street - not inside the "mall" • Active edges • External uses • Historically significant area - street car theme • Central area, gathering space • Public markets, artists fair, performances, community gardens • Open space design with historical accents • Work with Diocese (St. Patrick's) to design a public green market open area
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<p>KEY URBAN DESIGN PRINCIPLES:</p> <ul style="list-style-type: none"> • Cultivate a sense of place • Responsive new development • Promote Mount Pleasant’s heritage and culture • Strengthen links within Mount Pleasant and to City-wide destinations 	<ul style="list-style-type: none"> • <i>Preserve restaurant business</i> • <i>Development opportunity across the street</i>
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7 - FOUR QUARTERS

<p>OPTION 1</p> <p>DESCRIPTION: The concept examines broader connections between significant sites within the centre of Mount Pleasant. The four separate sites relate to one another in terms of appropriate edge and transition conditions, and overall built form legibility.</p> <p>The exercise is to determine how each site responds to another and what key elements should be considered collectively or individually. Key elements are pattern and geometry, edge condition, public space and how each is connected, and broader neighbourhood presence.</p> <p>KEY URBAN DESIGN PRINCIPLES:</p> <ul style="list-style-type: none"> • Cultivate a sense of place • Identify shopping area character and it’s heart • Mark transitions and points of departure • Responsive new development • Promote Mount Pleasant’s heritage and culture • Strengthen links within Mount Pleasant and to City-wide destinations 	<p>COMMENTS</p> <ul style="list-style-type: none"> • <i>Protect views</i> • <i>Natural gateway</i> • <i>Street cars</i> • <i>Opening out into street</i> • <i>No big box</i> • <i>Small units</i> • <i>Small incremental development</i> • <i>Increase density by taking advantage of developing more residential</i> • <i>Opportunity along Main Street - 2 story development - retail, studio space, residential above</i> • <i>Revive area by encouraging small store fronts on Main to be used as gallery/ studios</i>
	<p>GENERAL COMMENTS</p> <ul style="list-style-type: none"> • <i>Heritage “heart” (triangle north of Broadway between Main and Kingsway) should be preserved and enhanced at current scale</i> • <i>Internal lane (Watson extension acknowledged as development opportunity)</i> • <i>Transit platform length and location (above and below grade) critical to integrating the heart</i>

8 - HERITAGE HALL

<p>OPTION 1</p> <p>DESCRIPTION: The concept is one that focuses on the role of Heritage Hall in driving new forms of development north of 16th Ave. The extent to which this iconic heritage building should influence new development northward and how far are key discussion points in this concept.</p> <p>Special, local area streetscape improvements that reflect the heritage and significance of the building are points to consider.</p> <p>KEY URBAN DESIGN PRINCIPLES:</p> <ul style="list-style-type: none"> • Cultivate a sense of place • Mark transitions and points of departure • Responsive new development • Promote Mount Pleasant’s heritage and culture 	<p>COMMENTS</p> <ul style="list-style-type: none"> • <i>Gateway - streetcar theme</i> • <i>Consider natural gateway starting at 17th and Main (Ford Dealership area)</i> • <i>Heritage Hall building - corner café, seating area, patio, greening (blooming boulevards)</i> • <i>Heritage Hall Plaza</i> • <i>Increase pedestrian movement on Main Street and Watson Street to connect IGA Site to Heritage Hall</i> • <i>“Fashion District” - pottery, jewellery, artists retail shops/ studios</i> • <i>Connect by imprinting (sidewalk stamps, street light banners) street car theme (use old street car route)</i>
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Area Wide Comments and Ideas

- *NO support for Kingsway/Quebec connector (but still have to address how to deal with traffic!)*
- *Maintain grittiness*
- *Fashion District*
- *Heritage - Street Car, Brewery Creek*
- *Incremental Development*
- *Gateways*
- *Street life - extroverting, pedestrian movement, lanes*
- *Protect balance as the changes occurs in Mt. Pleasant (social policy)*
- *Keep rents affordable for small business/ art studios*

Range of heights to be explored for Main/ Broadway/ Kingsway corridors noting that 2-4 storeys may not be supported by Council as aggressive enough given proximity to transit and other services. Density is acknowledged as an important strategy for heritage preservation

Broadway and Fraser

9 - FRASER STREET NORTH

<p>OPTION 1</p> <p>DESCRIPTION: The concept explores the nature of Fraser north of Broadway. In this example the street is updated with numerous street calming features to distinguish this segment of the road and to strengthen the connection between Broadway and Sahalli Park.</p> <p>New development would respond with edge conditions that provide animation onto this upgraded street.</p> <p>KEY URBAN DESIGN PRINCIPLES:</p> <ul style="list-style-type: none"> • Cultivate a sense of place • Identify shopping area character and it's heart • Mark transitions and points of departure • Responsive new development • Promote Mount Pleasant's heritage and culture • Strengthen links within Mount Pleasant and to City-wide destinations 	<p>COMMENTS</p> <ul style="list-style-type: none"> • <i>Narrow roadway to increase pedestrian area</i> • <i>Create sitting areas, meeting places, view of local park, wider sidewalks</i> • <i>More youth activity in area</i> • <i>Narrow Fraser St if it can't be closed off entirely</i> • <i>More traffic flow information needed</i>
<p>OPTION 2</p> <p>DESCRIPTION: The concept is similar to Option 1 but responds with a full vehicle closure of this segment of Fraser. A new pedestrian plaza created would provide local identity and cultivate a strong pedestrian connection between Broadway and the park.</p> <p>It is important to explore the issues for the local community in closing this portion of Fraser in terms of traffic impacts, etc. New development could take full advantage of this plaza with strong edges that engage the plaza, marking a significant local amenity.</p> <p>KEY URBAN DESIGN PRINCIPLES:</p> <ul style="list-style-type: none"> • Cultivate a sense of place • Identify shopping area character and it's heart • Mark transitions and points of departure • Responsive new development • Promote Mount Pleasant's heritage and culture • Strengthen links within Mount Pleasant and to City-wide destinations 	<p>COMMENTS</p> <ul style="list-style-type: none"> • <i>Preferred option to accommodate 'Fraser Art Market': produce and sell local art.</i> • <i>Fraser "Square": open to local ground level art market; and adjacent sites (including social housing).</i> • <i>More open air events and activities; street level programming for arts and culture; youth focus if closed off</i> • <i>Impact to local traffic not known; main entry point to northern neighbourhood, important when turning left onto Broadway</i> • <i>Restrict thru traffic currently cutting between Great Northern Way and Fraser (avoids Main and Broadway area)</i> • <i>Important street intersection to access the northern neighbourhood. Some cars seem to cut through the north areas to get to Great Northern Way; avoids Main and Broadway traffic.</i> • <i>More traffic calming needed. A closure of Fraser might increase cut-thru along other adjacent streets. More information on traffic volume needed.</i>
	<p>GENERAL COMMENTS</p> <p>Building Form And Quality</p> <ul style="list-style-type: none"> • <i>No 20 storeys tower</i> • <i>2 to 10 storeys may be acceptable but depends on building design</i>

- *More developments with inner-court yards, like at Fraser and Broadway (2 storeys) open to Fraser St., open seating, front doors*
- *Ensure apartments keep their laneway garbage picked up*
- *Quality buildings needed*
- *Save historical ones in the area.*
- *Use good "quality" materials and design.*
- *Add details that are interesting. More greening of the buildings, unique styles that 'fit in'*
- *Work with resources in the area*
- *Setbacks at grade and at upper levels*
- *Indoor / outdoor connections*
- *No blank walls / uninteresting*
- *Green up walls, add gardens (boxes and hanging), more inner-courtyards that can be seen from street*

Land Uses

- *Mixed land uses to reflect diverse cross-section of cultures: small scale shops with storefronts, butchers, small food shops.*
- *Local small stores versus big chain stores.*
- *Concern that the proposed social housing develop will have 100 single room units. No family living.*
- *Ensure that the units have some two and three family units in the Social Housing project*
- *100 units is too much for the area already economically depressed; this will encourage social services to come to the area, prevents other businesses from developing.*
- *Social housing brings people that have mental health and addictions issues, without proper supports*
- *Some support services come with the project. Youth supports provided by the BYR Centre (it stays / expands)*
- *More public realm improvements to improve aesthetics, sense of pride, interests*
- *Don't like the shopping stores that have parking in the front (corner of Carolina and Broadway), businesses attract unwanted activities.*
- *The two blocks with the ministry and union offices (Guelph and St. George) are 'dead areas' for sidewalk life. Future development focus on retail on first floor, residential / some office on second and other floors.*

Neighbourhood Activities

- *More street-level programming: arts and cultural events. Artist shops. Focus on youth and migrant activities, feel welcomed.*
- *More evening shops where people can meet up, sit and enjoy area. Sebs café is a good example, longer opening hours.*
- *Gallery, art production, art market*

	<p>Commercial/ Night Life</p> <ul style="list-style-type: none"> • <i>The area is economically depressed (for at least 20 yrs). Provide business incentives to help start and maintain small local scale shops, tax incentives, etc.</i> • <i>Local theatre for youth, and adults, sound studio for youth and other local production opportunities, musicians to use.</i> • <i>Art market for local artists. Locate in and around the social housing site, Fraser street closure area.</i> • <i>Open air events and activities. Youth like to hang out, malls are great for this, but local shopping areas can offer same if done right. Ask them.</i> <p>Transportation/Transit</p> <ul style="list-style-type: none"> • <i>The area (Fraser at Broadway) needs a B-Line serve to revitalize pedestrian traffic, needed if to support new local small shops</i> <p>Gateway</p> <ul style="list-style-type: none"> • <i>Gateway to the Fraser/Broadway area starts at Clark St. and heads up toward Fraser.</i> • <i>Creating a gateway at Kingsgate mall seems difficult with the Church and the other four storey development already at site, little change possible?</i> • <i>Dead zone to the west doesn't help. The area remains economically slow, nothing interesting to walk by and stop for.</i> <p>Quebec Connector</p> <ul style="list-style-type: none"> • <i>Concern that the future is so uncertain as to future gas prices, traffic volumes and mode of transportation; more information needed</i>
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