

Transcript from Shopping Area Workshop #4 September 20, 2009



The following document is a collection of transcripts of comments made by community participants at the fourth shopping area workshop held on September 20, 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 #4. Staff presented 'change scenarios' for Mount Pleasant shopping areas, applying land use and design goals suggested by participants (and echoed by city policy) at previous shopping area workshops.

Participants divided themselves into four groups according to the shopping area in Mount Pleasant they wished to discuss. Each group focussed on the 'change scenarios' that set out prospective density, height, and form of development options for new buildings in those parts of the shopping area where change is anticipated to meet land use and design goals. Comments, ideas, and questions were recorded on drawings, maps, and video and by staff facilitators.

Understanding the Transcripts

SCENARIO DESCRIPTION (left column): The scenario, written in normal type, was 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, and video recordings made at the workshop.

Shopping Areas


Broadway West	page 2
Main 2 nd to 7 th	page 5
UpTown	page 7
Broadway Fraser	page 12

Broadway West



Mount Pleasant

1 - MEC BLOCKS

<p>SCENARIO DESCRIPTION:</p> <p>The concept is focused on the east/west lanes that currently exist and connections to Jonathan Rogers Park. 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, and create 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 shopping area character and it's heart • Strengthen links within Mount Pleasant and to Citywide destinations • Responsive new development • Cultivate a sense of place 	<p>Comments from maps and drawings</p> <ul style="list-style-type: none"> • <i>building height in I-1 informs Broadway frontage</i> • <i>3 - 8 storeys on Broadway</i> • <i>three 'centres' might not be feasible (Jonathan Rogers Park, MEC, plus lane)</i> • <i>height fronting park should be more careful in scale than other blocks</i> • <i>Jonathan Rogers Park has shadow sensitivity</i> • <i>can greater setback trade with courtyard frontage?</i> • <i>view from existing residential should be considered if taller buildings on north side</i> • <i>apply CPTED principles when developing courtyards and connections</i> <p>Public Benefits</p> <ul style="list-style-type: none"> • <i>artist/cultural space</i> • <i>childcare for nearby workers</i> • <i>affordable for seniors housing</i> • <i>grocery store as an amenity</i> • <i>create heritage oases</i> • <i>heritage retention reinforce 'slow' pedestrian areas</i>
<p>Video Transcript Summary</p>	<ul style="list-style-type: none"> • <i>allow height of building developments up to 8 storeys on North side of Broadway - Industrial area - allows business in the area to expand (carried out East and West along Broadway)</i> • <i>development on the North side of Broadway and of the lane needs to be careful so that it doesn't shadow Jonathan Rogers Park</i> • <i>keep shadow off of all of Jonathan Rogers Park</i> • <i>wrap retail down existing streets</i> • <i>concentrate on north-south connections to Jonathan Rogers Park</i> • <i>mid-block connections along Broadway, create courtyard connections in well used areas/space adjacent to residential and retail occupancies, not in areas where tenancies are quiet and dark at night</i>

	<ul style="list-style-type: none"> • <i>design space with CPTED (Crime Prevention Through Environmental Design) - especially North of Broadway which is mostly industrial use with residential pockets scattered throughout.</i> • <i>public amenity - set backs along the face of Broadway for wider sidewalks may not be possible due to the short lot depths. Create usable and interesting courtyard space and allow retail frontage to wrap longer than it normally would be allowed to get a better sidewalk depth</i> • <i>activate lane - turn lane into an interesting pedestrian space through landscaping and commercial frontages - more study needed especially regarding MEC generating traffic already</i> • <i>improve street lighting on Broadway</i> • <i>more recreational use and green space, upgrade park (it gets swampy during wet months) - Jonathan Rogers Park</i> • <i>provide services and uses that support residential (live locally, shop locally, recreate locally) - Grocery store, activating lane, ten storey residential mixed use as anchor to increase pedestrian activity (the block between Columbia and Manitoba - MEC and connection to Jonathan Rogers Park)</i> • <i>be cautious about making lanes interesting and siphoning retail activity off Broadway</i> • <i>use the slope as an advantage for underground parking</i> • <i>consider previous workshop ideas regarding uses for laneways - support artist life, increase attractiveness of mid-lot spaces (north-south connections) - courtyard space, exhibition space/ studio work space - may bring people off Broadway and connect them to the Park</i> <p>Public Benefits poster</p> <ul style="list-style-type: none"> • <i>additional sketch added by group member to emphasize variety of shops to encourage pedestrian life</i> • <i>public realm in Jonathan Rogers Park enhanced through development applications</i> • <i>consider low-cost housing (small apartments) instead of subsidized housing as a means to increase pedestrian and cycling transit, local restaurants, grocers to improve public realm</i> • <i>height of buildings - must allow sunlight to Jonathan Rogers Park for year round use</i> • <i>preserve heritage buildings</i>
<p>Facilitator's Notes</p>	<p>Change Scenario</p> <ul style="list-style-type: none"> • <i>consider the context here surrounded by mixed use development with industrial area to stay, commercial vacancy in the area, activities on Broadway, and activities in JR park</i> • <i>logic for concentrated on MEC block is sound: slope as opportunity, longest block in Broadway West area and proximity to park</i> • <i>what is the height presented in the model facing</i>

	<p>Broadway? Fronting Broadway is 8 storey tall</p> <ul style="list-style-type: none"> • residents on commercial area to consider the height or density • Jonathan Rogers Park makes the MEC Block special and this doesn't mean the same opportunities exist for other blocks • could extend to east and west with taller building facing Broadway • the focus is connection of life and activities from Broadway to JR Park • life of JR park needs focus; exposure to sunlight is key; need to be careful about south shadow on JR but might be ok east or west of the block; also prevent homelessness issue in JR • JR has swamp in the middle, need drainage • need to consider impact of shadows of high buildings on residential units • activating the lane needs more consideration; can't have too many opportunities for this block or the area, otherwise it might not become viable; make sure there is a priority • mid block idea could be improved by creating extra set back on sidewalk along Broadway • CPTED (Crime Prevention Through Environmental Design) is critical for space design • not to forget from last workshop the idea of mid block art exhibition opportunity like Railspur Alley on Granville Island • break down massing with maximum 8 storey high as another option <p>Public Benefits</p> <ul style="list-style-type: none"> • some of the public benefits ideas are linked • pedestrian amenities, affordable housing and cycling routes are linked - reduce use of cars, more people on the street, and more housing including subsidized housing for people who could not afford market housing • variety of unit sizes is important • cultural facilities and public art are linked by theme • Strong link between vibrant life and small apartment (affordable) which encourage people to shop more frequently due to lack of storage space, go out and meet friends at cafes, therefore enhancing the public life • local services like local grocery store are needed to sustain the needs of everyday life • seniors centre not sure • heritage buildings are important to bring delight and enjoyment in public realm, such as mural on Clydemont Centre Building • public realm as linkage to Jonathan Rogers Park
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Main 2nd to 7th (M27)

2 - M27 BLOCKS

SCENARIO DESCRIPTION:

The concept is to create a Main Street village with mixed use, shops wrapping around corners, opportunities for artists space, and to improve the public realm. Dynamic places are created around the pedestrian lanes. Massing is adjusted to minimize shadowing on adjacent properties while creating opportunity for new forms of development.

KEY URBAN DESIGN PRINCIPLES:

- Cultivate a sense of place
- Responsive new development
- Identify shopping area character and its heart
- Promote Mount Pleasant heritage and character



Comments from Maps and Drawings

- wider sidewalks to buffer traffic on Main and make more comfortable walking area
- 5th and Main light needs vehicle detector pad
- extend median up Main for safe crossing/refuge spot
- choose key spots for nice plaza/laneway blocks west of Main, other blocks could have higher massing (shade OK)
- keep key public laneways clean (e.g. keep restaurant garbage inside)
- always keep laneways feeling safe and clean
- night clubs/music venues below grade, think about utilizing underground spaces (e.g. jazz cellar, restaurant, pub)
- use as incubator district for special effects/movie shops - these are already occupying offices north of Broadway
- two storey retail with larger tenants on 2nd floor and smaller tenants on street level, similar to Future Shop at Robson and Granville
- have an anchor store as a draw to the area, similar to how MEC has revitalized Broadway West
- maximize density at Main and 2nd with 10 storey buildings on both corners to relieve density on Main from 3rd to 5th with building heights from 4 to six storeys
- close down 3rd and Lorne for plaza
- block west of Main should have 4 storey base with any additional height stepped back from Main
- 7th and Main building should mirror #1 Kingsway
- punctuated height differences between 5th - 6th and 6th - 7th on west side of Main

Public Benefits


- public art helps to celebrate and define Mount Pleasant's artist community

Video Transcript Summary

- build up height closer to 7th and create a gateway at 2nd
- nominal height and pedestrian scale level of 4 storeys on both sides of the street
- view cone from 6th - work within the guidelines - maintain the view cone and take advantage of the lower areas for development of higher buildings
- recognize that the view cone goes both ways - one a view of the mountains and the other from Science World a view of Main Street
- step back buildings adjacent to laneways to allow light to enter so the uses for these pedestrian


	<p><i>opportunities could be for bakeries, restaurants, artists shops</i></p> <ul style="list-style-type: none"> • <i>2nd triangle - natural gateway - could possibly have a taller building, close off street - widen sidewalk to encourage more pedestrian activity</i>
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3 - THE CONNECTOR

<p>SCENARIO DESCRIPTION: The concept examines the opportunity created by a potential extension of Kingsway through to Quebec. The concept examines the resultant block pattern that emerges when the connector's geometry is extended and then filled with a mixture of building and open space/plaza, allowing for outdoor space programming (e.g. Farmer's Market)</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 • Cultivate a sense of place 	<p><i>Comments from Maps and Drawings</i></p> <ul style="list-style-type: none"> • <i>up to 4 storeys on south west side of block but storeys 2 to 4 set back to allow light to enter inner courtyard</i> • <i>north west corner of block maximum height should be same as #1 Kingsway, no higher even with grade change</i> • <i>if Uptown plaza is more urban, then Main and 7th plaza should be more green</i> • <i>respect view cone and still have higher heights at 2nd and from 7th-8th to Broadway</i> • <i>if store fronts remain small and interesting then views are less important, but allowing light to hit the sidewalk is very important,</i> • <i>upper storeys setback to allow light on street/sidewalks</i> • <i>consider 'car free' residential buildings as a way to achieve affordable housing (e.g. residential tower just built in Toronto)</i> • <i>what about making north west corner of Main and 7th block all park, with buffer to quiet Main, helps achieve some public benefit</i> • <i>view cone is important in creating unique views of mountains - the only thing good going for area right now</i> • <i>views are important but need to be flexible (vary heights) so we can get some higher density to support new amenities along Main</i> • <i>west Main does the heavier lifting to get density, less on east side of Main</i> • <i>live venues needed in M27, put them west of Main where no one lives (no conflicts)</i> • <i>keep one lane of unrestricted parking on either side of Main from 2nd to 7th</i> • <i>general consensus on overall built form was taller buildings at Main and 7th and Main and 2nd with lower building forms on blocks in between</i>
<p>Video Transcript Summary</p>	<ul style="list-style-type: none"> • <i>there is a natural terminus at the end of Kingsway - create a gathering place or a piazza for people - farmer's market, open courtyards, pedestrian life in alleyways</i>

UpTown


4 - KINGSGATE MALL

<p>SCENARIO 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><i>Comments from Maps and Drawings - recorded by facilitator</i></p> <ul style="list-style-type: none"> • why is the 'flat iron' (150 ft proposed building) not located on Kingsway edge? Is Kingsway the best place to put people? • like where the 'flat iron' building is situated - it's iconic, and moves people away from the major arterial • consider flexible use of typology in the commercial spaces on Kingsway and Broadway • use parking lot above as view plaza point. People from 10th avenue and bikeway can wander into the "open space". Perhaps design the plaza as a public space in conjunction with residential • design for users • group - 150 feet OK, provision of more urban design analysis needed
<p>Video Transcript Summary</p>	<ul style="list-style-type: none"> • great views from this site - second level parking lot • corner at Broadway and Kingsway should be retained for open space, transit plaza, or other amenity - 10th Ave bike to the south as well • create an urban edge with a medium rise building akin to Community Centre building • use axis - connections to break down the massing, connect to Brunswick, Broadway, 10th and Kingsway • maybe 9 storeys along Broadway; 4 to the east, and 4 to 6 to the west. • need for a high school should be reviewed with all the new developments. • site has major transit links • need to splice the Broadway shopping areas together to be careful about the scale and transit between the four shopping areas; gateways

	<ul style="list-style-type: none"> • <i>consider turning the Mall inside out - somehow open up the design and enable people to use the outdoor space and still retain the interior programming</i> • <i>2 storeys commercial</i> • <i>podium style building base with set backs - podium options exist too</i> • <i>flat iron building, iron style</i> • <i>superblock podium with different massing, site lends itself to landmark potential</i> • <i>what is Hill Town; is there room to gather higher scale in this area?</i> • <i>shadowing is an issue to be explored</i> • <i>integrate the four shopping areas which also include residential</i> • <i>review local view impacts, shadowing, and look and feel of the area</i> • <i>support height increases to achieve public amenities</i> • <i>a new high rise tower will not necessarily create pedestrian life in an area that didn't already have it</i> • <i>high rises can actually create crime</i> • <i>planning should also include street level - eye view perspective - the model is like a Godzilla approach and can be deceptive</i> • <i>the lift in density may provide Mount Pleasant with the public benefits needed</i> • <i>keep Kingsgate Mall as it is because it is a place for people to gather especially since Vancouver's weather is wet and rainy most of the year</i> • <i>provide more service amenities such as doctors and dentists offices etc.</i>
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5 - IGA SITE

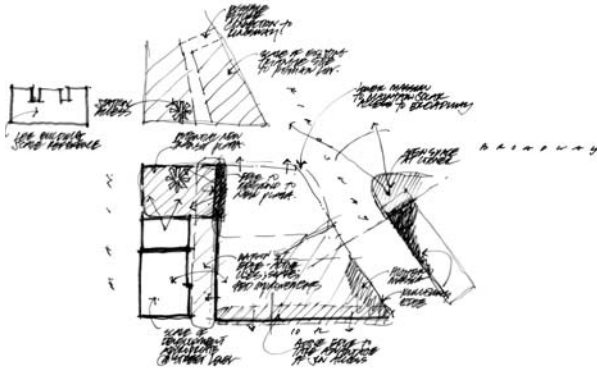
<p>SCENARIO DESCRIPTION: The concept examines the current IGA site which was the historic home of the streetcar. The key issues for this site are how to stage new development that makes best use of the site and one that also contributes effectively to the local neighbourhood conditions.</p> <p>Another 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>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 	<p><i>Comments from Maps and Drawings - recorded by facilitator</i></p> <ul style="list-style-type: none"> • <i>there are lots of examples of a grocery store anchoring a neighbourhood centre</i> • <i>grocery with residential above - promotes walking</i> • <i>Blockbuster site is small, so may need to push up for density (6 story), 90 feet on one side to 60 feet on the other to counter balance the scale</i> • <i>keep the feel of the street</i> • <i>step back concept toward alley - keep natural flow to street</i> • <i>may not need to design for step backs - there are great looking straight flushed 6 story buildings</i> • <i>think vertical - public amenity space along the 4th floor of buildings - encourage mixed use throughout building, transient uses</i> • <i>retain personal scale, keep street character vibrant</i> • <i>90 feet ok, don't model after downtown</i> • <i>use Capers in Kits as an example - change</i>
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	<p><i>storefront to have character on street level despite the building being monolithic</i></p> <ul style="list-style-type: none"> • <i>Example of big box hidden - Save on Foods on Cambie</i> • <i>encourage density towards Main/ Broadway and relaxing it towards the south end (Main/ 16th)</i> • <i>90 feet possible with some constraints. The scale may be too much for the lanes - need to mitigate and scale back to accommodate neighbours needs. Promote liveability in lanes, activate the laneways</i> • <i>develop a laneway strategy as part of public realm plan (phase by phase)</i> <p>Notes on poster <i>Scale, parcelization, storefront increment, Save-On Food store - flush to grade, active uses on lane, lane phasing strategy</i></p>
<p>Video Transcript Summary</p>	<ul style="list-style-type: none"> • <i>relocate the IGA or supermarket to the street front and corner (13th and Main)</i> • <i>massing height of building at the corner could be less than 6 up to 9 storeys?</i> • <i>street Car and maintenance barn located here in the past</i> • <i>relocate the parking lot to the centre and open up the front as green space to mirror the church across 13th street - sort of cross-street green space association</i> • <i>maybe have green space on a second level</i> • <i>maintain a sense of human scale on the ground even if 9 storeys along Main street</i> • <i>maintain a nice high and low rhythm of building heights - areas need to be defined further</i> • <i>be careful not to crowd out the heritage buildings along Main Street</i> • <i>don't want to create a corridor of tall buildings.</i> • <i>keep Main Street more local in scale, incremental, smaller frontages and let Kingsway carry great density lift</i> • <i>blocks to the north and south of 13th Ave could have higher buildings 6 to 7 storeys</i> • <i>don't go over 9 storeys</i>

6 - FOUR QUARTERS

<p>SCENARIO 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</p>	<p>Comments from Maps and Drawings* - recorded by facilitator</p> <p><i>*NOTE: included description of proposed development by Rize Alliance Development Corporation on a site fronting Kingsway across from Kingsgate Mall</i></p> <p><i>Rize site: 70 feet from 10th Ave, 80 feet from Broadway, 240 feet to the shoulder of the building, 270 feet with the penthouse, 20 feet base, 24 story</i></p>
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space, connections, and broader neighbourhood



presence.

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building, 3 story penthouse

Residential off Broadway, animated in terms of uses, least shadowing impact on this latest model.

Tower form with "landmark" quality opposed to "gateway" quality. Oblique angle.

Liveability is important - intersection is noisy, so design for residential off Broadway/ Kingsway.

- *Quality of design is important. 270 feet OK*
- *height of tower is not an issue, the street edge is important - what happens at street level is important*
- *tall building not a problem, lighting is important*

Summary of group discussion:

- *height ok, landmark site that anchors core of Mount Pleasant, super block, elegant form, shadowing, urban design top quality, scale podium down for permeability?*
- *Watson edge is important, Watson street is important*
- *concerned about character of 10th Avenue - the bike route is important part of Mount Pleasant.*
- *development for affordability, amenities for bike route (bike station - benches, water fountains, tire inflation station)*
- *Rize proposal- too high in perspective of current Mount Pleasant character*
- *keep Kingsgate Mall - it is a place for people to gather especially during Vancouver's rainy and wet weather, which is most of the year*
- *make sure to have amenities available for the community - more services like clinics, dentists etc.*
- *best urban design practices overarching idea: all individual sites contributes to Hilltown notion*

Public Benefits: (the group talked about all the public benefits and agreed that all are important, but touched on the ones below more): lane environment, open space, child care, affordable housing, and heritage

Public Benefits poster

- *retention of heritage buildings - must define heritage and significant buildings/sites that tell story of Mount Pleasant (update Heritage Register) as developers are quickly moving in and we risk losing the character that makes Mount Pleasant wonderful*
- *pedestrian amenities - define pedestrian ways on roadways with colour patches or raised paving to alert motorists, especially if laneways are developed and people start crossing mid-block*
- *cycling routes, streetcar project - consider defined bike lanes along parts of bike routes that are/will be coming off of major traffic streets, such as along 10th between Prince Edward to Ontario (like Carrol Street in Gastown)*

<p>Video Transcript Summary</p>	<ul style="list-style-type: none"> • <i>create more pedestrian use along Watson street - lighting and materials to support, street edge is important</i> • <i>could consider doing the same of the west side of Main - but raises questions around lane and street use - does it really make sense for the street fronts?</i> • <i>more research needed into laneway use and impact to street uses, and safe from speeding traffic</i> • <i>in lieu of laneways on the west of Main St., consider some sort of little retreat areas where you feel safe</i> • <i>retain heritage building to the north of the Rize site by finding value in the immediate area to realize that density lift</i> • <i>the Rize site (northwest corner of Broadway and Kingsway) possible 15 to 27 storeys, with penthouse, iconic design with excellent quality</i> • <i>higher density yields more public benefits for the community</i> • <i>Rize proposed building height is to high in comparison to current Mount Pleasant character</i> • <i>retain character of 10th Ave bike route - boost bikeway amenities (e.g. benches, water fountain, tire inflation station)</i>
<p>Facilitator's Notes</p>	<p>Urban Designers: to study the scenarios of placing 'flat iron' building in different parts of the Kingsgate Mall site (form and footprint) and come up with different scenarios.</p>

Broadway and Fraser

7 - FRASER STREET NORTH

SCENARIO 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.

New development would respond with edge conditions that provide animation onto upgraded streets, and would deliver new shops, services, and housing (to serve a diverse population).

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Comments from Maps and Drawings

- *one of the nicest features of Broadway and Fraser is the view of the mountains, tall buildings at this intersection on both sides will kill that*
- *preserve views of mountains*
- *step massing back towards lane from Broadway - more open space*
- *scale of 10 to 12 storeys out of sync*
- *do not concentrate number of social housing units*
- *ok with bigger buildings*
- *residential uses on 2-4 floors*
- *increase green space with increased height*
- *small buildings 3 to 4 storeys with stepped massing*
- *put the housing units to the back of the site away from traffic noise on Broadway, have youth centre fronting Broadway and Fraser*
- *building setback, wider sidewalks*
- *3-4 storeys max - blend Main Street and Commercial Drive feeling to Broadway*
- *improve street lighting (attractive/innovative) for increased safety 24/7*
- *10 storeys is totally out of scale for our low rise neighbourhood*
- *create smaller spaces for social housing - 3-4 storeys*
- *social housing building should be stepped back at 7th floor*
- *super dense social housing for hard-to-house is not going to draw merchants to locate here*
- *higher buildings at east and west ends of Fraser Broadway shopping area with lower buildings in between*
- *put taller buildings on the north side of Broadway to reduce shadowing of street and limit south side to 4 storeys in height*
- *height up to 10 storeys on north side and 5 storeys on south side*
- *more green space*
- *have 50 social housing units for homeless*
- *need 99 B-line stop at Broadway and Fraser*
- *slow down traffic*
- *number of social housing units are wrong for our area - maximum should be 20%*
- *social housing could fit into 5-6 storeys, but add street retail/services and daycare so could be 7 storeys*
- *taller buildings 10-12 could fit in east of Fraser to Prince Albert because of the slope*
- *make sure the rezoning influences only the Broadway corridor and height is limited to 4 storeys in other areas*
- *need affordable housing - families, seniors,*

	<ul style="list-style-type: none"> • <i>provide scenic viewpoints between buildings on the north side of Broadway, walk up, rooftop cafés/restaurants</i> • <i>mixed business - music studios, working peoples shops, music clubs</i> • <i>allow/encourage medical clinic, dentist, doctor, physiotherapist offices etc.</i> • <i>encourage banks, restaurants, condo's and underground parking</i> • <i>social housing project - consider a stepped back building for a maximum of 50 units</i> • <i>sidewalks in the 300 block E. Broadway are wide enough now</i> • <i>allow high density, 8-12 storeys, from Fraser Street to Main</i> • <i>step buildings back as height increases</i> <p>Public Benefits</p> <ul style="list-style-type: none"> • <i>dog park</i> • <i>street vendor parking lot</i> • <i>skateboard park</i> • <i>basket ball hoops</i> • <i>climbing wall (as in Riley Park)</i> • <i>pedestrian pathways and green space, stepped pathway down to Great Northern Way</i> • <i>pool and community centre</i>
<p>Video Transcript Summary</p>	<ul style="list-style-type: none"> • <i>Broadway Fraser proposed social housing site - set backs, tiered building, 6-8 floors</i> • <i>wider sidewalks, pedestrian life, community feeling, village-type atmosphere (i.e. Commercial Drive, Main Street Corridor)</i> • <i>higher built form on North side of Broadway (sunshine on street from the South side)</i> • <i>higher building forms closer to Main Street (up to 10 floors with setbacks)</i> • <i>avoid "flat tops", encourage range of height along corridor - increasing in height closer to busy commercial hubs - encourage neighbourhood feeling</i> • <i>build better buildings with public amenities and/ or improve on uses of existing buildings (i.e. medical - dental services, architects)</i> • <i>encourage mix of business to enliven the Broadway Fraser area (re-zone)</i> • <i>fill empty shops with retail shops, Seb's like restaurants, independent shops, grocery (i.e. Donald's)</i> • <i>improve sidewalk lighting for safety (i.e. Commercial Drive, Main Street)</i> • <i>improve traffic (calm it down) - follow the example of West Broadway near Stephen Street (Kits) - grocery stores, clothing stores, coffee shops, bars, safe place to walk, tree lined, proper street lighting</i> • <i>retain character buildings</i> • <i>add B Line stop at Broadway and Fraser</i> • <i>retain on-street parking</i>

	<ul style="list-style-type: none"> • <i>pedestrian pathways from Broadway to Great Northern Way</i> <p>BC Housing Project</p> <ul style="list-style-type: none"> • <i>support having mixed housing (affordable housing)</i> • <i>spread out housing and services instead of concentrating all in one place</i> • <i>distribute SROs throughout the City; and don't have all SRO in one building, mix it up, have 80%/20% mix with other housing forms</i> • <i>fair market rentals</i> • <i>SRO need supportive services, can Downtown services be spread out?</i> <p>Communications - Publicity</p> <ul style="list-style-type: none"> • <i>find a way to effectively communicate with residents in the area about upcoming workshops</i> • <i>city website, flash bulletin, e-mail list, Craigslist, Face Book, Twitter (texting)</i>
<p>Facilitator's Notes</p>	<p>Density (land use and development)</p> <ul style="list-style-type: none"> • the shopping area needs a medical, and a dental office • new developments are negatively affected by parking requirements • we need to explore why this area is so economically depressed before moving ahead with the social housing project • more condos are replacing co-op housing • traffic needs to slow down in the area • retail first floor; office second and third, with residential higher up • economics of development - may have to go higher than 4 storeys • 6 storeys at Fraser and Broadway • boys and girls centres are good <p>Social Housing</p> <ul style="list-style-type: none"> • 100 units are too many with those types of problems: (drugs and mental health) • spread the number around the area - we are not opposed to the people just the large numbers in one area. • many support services will be needed to help them out - where are these? Don't wait until afterwards • have mature people living in the units and a mixture (market and SRO) • relocate youth services onto to Broadway and residents onto the lane - sound <p>Built Form - Massing</p> <ul style="list-style-type: none"> • have a step-down, step-back form of building, stepping back from the street to increase pedestrian space • small kiosks could be another approach to help the commercial area, like veggie stands, hot dogs and cultural foods • kiosks would animate the streets • green spaces could help compensate for high

	<p>buildings</p> <ul style="list-style-type: none"> • large buildings if they are attractive • maximum height 8 to 10 storeys at Fraser • north side - vary 6 to 10 • south side - vary 3 to 4 • smaller buildings with walk ups • open up corner lots - don't build up to the street • have more roof top and balcony gardens • will the 12 storeys spread elsewhere in the area? • views of the mountains are important <p>Fraser Street Economics</p> <ul style="list-style-type: none"> • people and outside working people both help the shopping areas, need to also have office employment in the area as well as residents • a B-line bus stop is needed at Fraser and Broadway to help the shopping area; large apartment population to north (more than at Main); would help revitalize the area with shoppers and workers • medical clinic, stores, cafes and deli between Kingsgate Mall and Fraser • working class people, services and needs • should commission a commercial study - feasibility study to help start the process <p>Public Realm</p> <ul style="list-style-type: none"> • street surveillance is important to feel safe • encourage 'public gardens/access' to private lands where owners permit - there is a program for this • active sport venues and activities for youth and kids • wider sidewalks, green spaces and cafes • improve pathways connections between Fraser and Great Northern Way campus
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