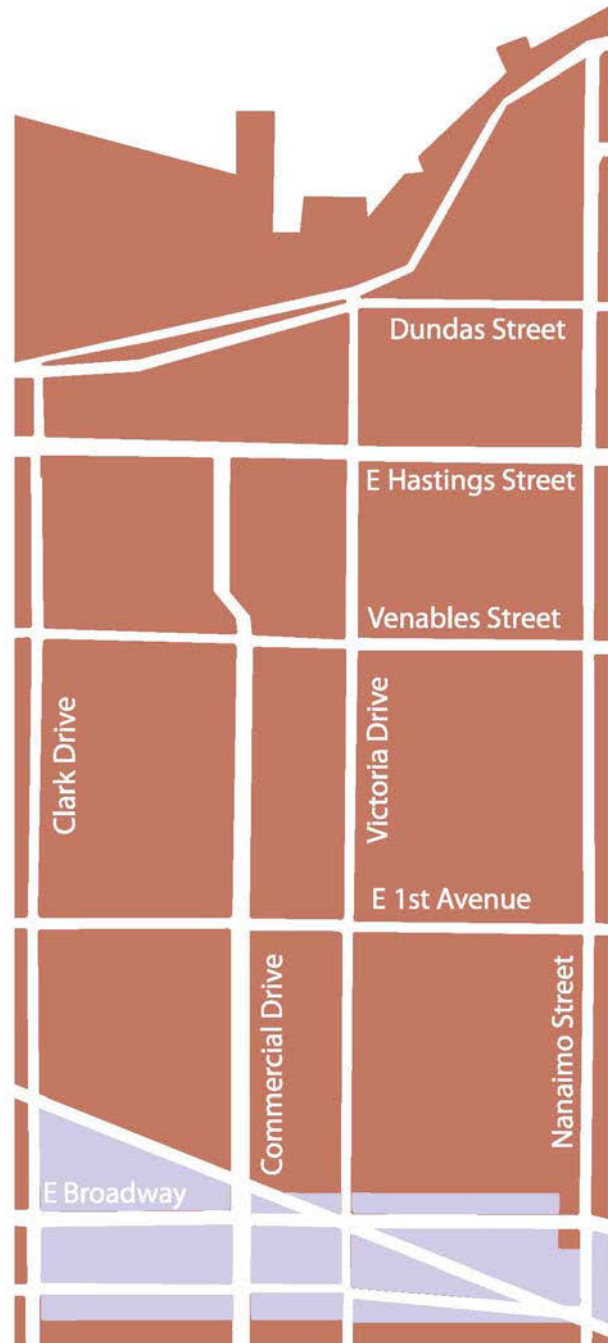


Broadway/Commercial

Synopsis of Sub-Area Workshop and Focus Group



May 2015

Introduction

The following document provides a synopsis of the ideas that were generated in the Broadway & Commercial sub-area workshop (February 21, 2015) and subsequent Cantonese/Mandarin focus group (February 28, 2015). These events were among several held between November 2014 and March 2015 as part of the Grandview-Woodland Community Plan process.

The document contains a short overview of the workshop and a high-level summary of the key sub-area ideas and concepts generated by workshop participants.

Planning staff have worked to produce a high-level summary of workshop and focus group participants. This material was distilled from small-group discussion table notes and maps that were produced by participants, as well as from the 'report out' sessions that occurred at the workshop.

It is important to note that this document provides an *overview* of the dialogue. Given that each of the small-group tables and larger 'clustered' groups discussed a wide variety of items, creating a summary that incorporates every idea is impossible. Instead, the Planning team has aimed to present the key elements of dialogue, and have taken every effort to present the material in a fashion that does justice to the spirit of the conversation. Those wishing to review the complete set of notes from the events are invited to download them from the vancouver.ca/gw webpage.

A draft version of this summary was published in April 2015. Workshop and focus group participants were also encouraged to submit any corrections or clarifications to the Grandview-Woodland Community Plan team. A total of four pieces of correspondence were received. Subsequently, minor edits to the document were made. The present synopsis is now finalized as of June 1, 2015.

Workshop Details

The Broadway & Commercial sub-area workshop was held on Saturday, February 21, 2015, at the Croatian Cultural Centre.

The Broadway & Commercial event utilized a different format than other sub-area workshops held in 2014-15. This was owing to the fact that there had been previous engagement activities held in the sub-area in July 2013. Part of the February 21 'approach' was to build on the outputs of these earlier sessions.

To that end, workshop participants undertook four key activities:

1. Reviewing materials produced in the July 2013 Commercial/Broadway engagement events;
2. Engaging in small group discussions (12 tables) and developing a layered concept for the sub-area that incorporated (a) Public Realm, (b) Housing, and (c) Jobs and Services;
3. Working in larger groups (4 clusters of 3 tables), comparing concepts, and identifying areas of convergence and divergence
4. Using these areas of convergence to create the basis for a revised sub-area concept.

Among the foundation materials for the event were a set of community-generated principles for the sub-area, a map that outlined general areas of consensus around areas of change, and previous discussion notes on built form. (The principles and map are found in Appendix A and B of this document. Notes are available in the workshop backgrounder).

On event day, a total of 91 participants participated in the workshop

A subsequent Mandarin/Cantonese focus group was held on February 28, 2015. This event was attended by 20 area residents (additional demographic information for these participants is not available). Focus Group participants worked through the same questions that were discussed by the larger workshop.

Initial Concepts (12 Groups)

Working in 12 small-table groups, participants were guided through a set of questions related to three themes - public realm, housing, and jobs and services. Participants were encouraged to share their feedback on ideas that were proposed in earlier phases of the planning process, and invited to suggest additions or amendments.

It is helpful to read review the following summary alongside the overview of the earlier engagement events. (See pages 17-27 of the February 2015 Broadway & Commercial Backgrounder).

TABLE 1

PUBLIC REALM

- Improvements are needed to make cycling and walking safer in this part of the neighbourhood - traffic calming, bike lanes, safer road crossings
- Improvements are needed for existing sub-area parks - especially WC Shelley, and better utilization of existing sub-area parks should be supported/encouraged.
- Recognized need for additional greenspace - possibly underneath SkyTrain guideway, or beside/over the Grandview Cut.
- More street furniture needed.
- Support given for a public gathering space at Broadway and Commercial, but concerns cited over traffic, noise, and congestion. Outdoor market, food trucks, or un-programmed space for spontaneous performances given as possible suggestions.

HOUSING

- Maintaining sub-area affordability is important. There are concerns about tenure and whether future development will be rental or strata.
- Strong resistance to high-rise tower forms. Strong support for mid-rise forms.
- Safeway site recognized as being under-utilized, and best place to concentrate growth. Range of 4-28 storeys provided as acceptable, with greater small-group consensus around 8-10-12 storey height.
- Transition needed for development from Safeway site (higher focal point) down to neighbouring streets. 4-6 storeys could be ideal transition size.
- New development should bring additional greenspace and public realm improvements as public benefits.

JOB & SERVICES

- Concerns that new development will be too expensive for local businesses.
- Encourage small store frontages on Commercial Drive in order to maintain small, independent businesses.
- Desire to see local retail vs. national chains.
- Support for 4-6 storeys mixed use along Commercial Drive (retail on ground level, residential above.)
- Support for extending retail or mixed-use on Broadway, and in laneways.

TABLE 2

PUBLIC REALM

- Strong support for the Central Valley Greenway as a neighbourhood greenspace and gathering space. Needs improvements west of Commercial Drive.
- Low support for a plaza right at Broadway & Commercial intersection - seen as too noisy to be ideal for public gathering.
- Recognition of lack of greenspace in the Broadway & Commercial sub-area. Trout Lake especially is becoming crowded and overused. More parks are needed for existing residents and to accommodate future population growth.
- Interest in additional small public spaces scattered throughout neighbourhood for social mingling.

HOUSING

- Support for 4-6 storeys on Commercial Drive, Broadway, and E. 12th Ave (variety of height to 'break' it up)
- Mid-rise forms (similar to Olympic Village) at Safeway site are preferred building type (rather than high-rise towers). 13-14 storey - upper limit of preferred height - transitioning down to lower heights on surrounding streets.
- Preserve the single family character of neighbouring residential streets, but change zoning to allow more units (through infill.)

JOBS & SERVICES

- Support for more office space close to station area
- Concerns about rising rents and lack of affordability in new commercial developments
- No final consensus on jobs/service uses at Safeway site. Some interest in seeing a grocery store remain on site (or break it up into smaller individual stores.)

TABLE 3

PUBLIC REALM

- Desire to see one large plaza in vicinity of Safeway/SkyTrain stations - perhaps near 10th Ave, with temporary street closure for events
- Smaller parks and plazas should be built in other parts of the sub-area
- Improve pedestrian and cycling connections to Trout Lake
- Some support for closing streets near WC Shelley to facilitate park expansion
- Initiatives needed to make the Broadway/Commercial intersection friendlier

HOUSING

- Safeway site is the logical location for increased density. Full range of acceptable height limits on this site: 12-50 storeys (50 = outlier). More small-group consensus in the 12-15 storey range.

- Variation of height with setbacks is desired - in order to encourage a streetscape and public realm. New development buildings will require additional greenspace, street trees
- Lower density (through infill, laneway homes) could be built in the northeast part (apartment zone) of the sub-area
- 4-6 storeys are acceptable along 12th Ave

JOBS & SERVICES

- Mixed use development supported near station area, and along Commercial Drive
- Concentrate jobs near Broadway and Commercial
- Expand health services to further create a ‘health hub’
- Retain character and diversity of neighbourhood

TABLE 4

PUBLIC REALM

- Support for expanding and improving WC Shelley Park, China Creek Park South/Cedar Cottage Park
- Support for improving spaces underneath SkyTrain guideway (but not more community gardens)
- Support for exploring options for park space over top of the Grandview Cut
- Greenspace/public gathering space should be part of Safeway redevelopment
- Support for station area improvements - connections, landscaping, open space, managing pedestrian flow
- Improve pedestrian and cycling infrastructure on Commercial Drive - too many conflicts at present time

HOUSING

- General support for limiting development on Broadway east:4-6 storeys closer to the station and 2-4 storeys east of Victoria,
- Support for 4-6 storeys on Broadway west of the station
- Support for 4-6 storeys on Commercial Drive
- Support for up to 10 storeys mixed use buildings at Safeway site
- Redevelopment needs to transition down carefully to lower buildings on side streets
- Desire for mix of housing tenures in new development, including rental, co-op, and seniors housing

JOBS & SERVICES

- Concerns that new development will be too expensive, or will drive up rents for existing businesses
- Keep storefronts small to encourage local businesses
- Better integration/connections needed for Commercial Drive between north and south of Grandview Cut
- Support for more tech businesses, health services in sub-area

TABLE 5

PUBLIC REALM

- Improvements needed for the greenways on both the north and south side of Grandview Cut
- Improvements needed for the area under the SkyTrain guideway near 10th Ave, as well as the alleyways between the Station and Commercial Drive (suggestions: greenery, better lighting, markets)
- Neighbourhood streets need traffic calming, more street trees and additional greenery

HOUSING

- Acceptable heights on Broadway: 4-6 storeys near station, 2-3-4 storeys further east and west
- Concerns about how new development on Broadway will transition down to single-family housing on 10th Ave
- New, higher buildings should have setbacks and terracing
- Concerns about loss of affordable rental housing stock

JOBS & SERVICES

- Prevent land assembly of more than 2 lots to retain fine-grained retail nature.
- Preference for local, independent small businesses over corporate chains.
- Mix of services and businesses needed in the area.
- Support for including additional office space and medical services.

TABLE 6

PUBLIC REALM

- Support for plaza space at Broadway & Commercial intersection, but ensure pedestrian commuter flow and integration into the stations. Cafes, markets, shops could add vibrancy.
- Desire to see a walkway/park over the Grandview Cut
- Wider sidewalks needed on main streets in sub-area
- Parklets and greenways could improve the area under the SkyTrain guideway

HOUSING

- Protect existing rental housing, and ensure that any new rental that is built is not overly expensive.
- Spread new housing around the sub-area, not just the Safeway site. Nothing higher than 6 storeys.
- Encourage mixed use development (with rental, non-market) on Commercial Drive between Broadway and 12th Ave.

JOBS & SERVICES

- Ensure new development contains retail on ground level
- Activate area under SkyTrain guideway with farmers' markets, night markets, and food trucks
- Add office space for non-profit groups
- Preference for locally-owned businesses over corporate chains

TABLE 7

PUBLIC REALM

- Improvements are needed to make walking and cycling safer and more comfortable in the sub-area - including separated bike lanes, traffic calming and improved pedestrian crossings
- Recognized need for quiet public space where people can rest, relax and enjoy the views in the neighbourhood
- Parks and green space in the sub-area are lacking and poorly maintained—W.C Shelley Park was cited as a prime example
- General support was given to exploring the options for utilizing Grandview cut and the green space under the SkyTrain guide way.

HOUSING

- Redevelopment of older rental sites should see these buildings replaced with new rental
- Area bounded by Clark, Broadway, Commercial and 12th should be considered as heritage; only townhouse and duplex developments should be considered in this area
- Regarding height of building east of Commercial Drive around 12 and 13th: table agreed that there should be a transition between taller and lower buildings
- Broadway from Clark Drive to the SkyTrain station could support taller buildings than 12th and a range of potential heights were suggested (4 to 6) storeys
- The SkyTrain Station and Safeway site was identified an area that could potentially accommodate the most increase in height, however there was no consensus on a preferred height

JOBS & SERVICES

- Fine grained retail should be extended south along Commercial Drive
- Commercial nodes and mini nodes should be dotted across the neighbourhood, with the businesses along Victoria Drive cited as a good example
- Small independent business should not be driven out of the sub-area due to redevelopment

TABLE 8

PUBLIC REALM

- Several plazas are needed, not only on Broadway and Commercial
- Options for using the Grandview cut as a green space community amenity need to be explored
- Need for small play areas for children dotted throughout the neighbourhood
- Recognized need for overall streetscape improvements in the sub-area

HOUSING

- General agreement that any development on the Safeway site should not cause a canyon effect
- No consensus on building heights on the Safeway site. Suggestions included:
 - 6-10 storeys with set backs
 - 10 - 14 storeys tapering down to 6 at Commercial Drive
 - 12-15 storeys with significant public amenities
- Any future development at the Safeway site should not displace the nearby coop housing
- Grandview Cut and Broadway were seen as opportunities for development, and townhomes, 3-storey walk-ups, and 6 storey apartment buildings were all suggested

JOB & SERVICES

- Important to include office space among allowable commercial uses in the sub-area

TABLE 9

PUBLIC REALM

- Support for a plaza at the Safeway site - but one that uses softscaping and not concrete
- Grandview Cut can be improved and made safer with additional lighting
- Sidewalks near stations need to be widened to accommodate heavy foot traffic
- There is an opportunity to bring attention to underutilized space in the sub-area and create new gathering places in the neighbourhood

HOUSING

- Rental housing needs to be a priority should be replaced on a 1-to-1 basis. City policy on rental replacement does not go far enough. It needs to better account for the affordability of rent
- The built form of developments is very important. Account for setbacks and the shadowing effect
- A maximum of 8 storeys was suggested for the Safeway site

JOBS & SERVICES

- The Rio Theatre and its location should be kept and capitalized on as a cultural area
Consider additional uses: e.g. performance space, gallery space, artist studios
- Consider using the Safeway site to provide programmed/performance space as part of a potential redevelopment. Cultural spaces are hard to find within the sub-area.
Suggestion: something similar to the Roundhouse as a model for such a hub
- CPTED (Crime Prevention through Environmental Design) features could be considered for the area.
- Additional social-wellbeing measures could include social service outreach workers. There some examples of this are already in the neighbourhood as a mobile resource - and this helps to provide additional 'eyes on the streets', while supporting homeless individuals. In general, additional psychiatric and mental support services are desirable
- Successful elements of the Drive include small, fine-grain commercial spaces, local stores as much as possible. Keep the mom-and-pop businesses
- Capable of developing additional floors above single-storey buildings already existing - opportunity to explore different forms

TABLE 10

PUBLIC REALM

- The Broadway and Commercial intersection is very pedestrian unfriendly and should be improved. Suggestions: curb bulges to slow traffic, better streetscaping
- A complete redesign of the triangle at Commercial and 7th is required
- Better wayfinding is needed in the sub-area
- More community gardens and dog off-leash parks are required

HOUSING

- A broader range of rental suites is needed (from bachelor to 3-bedroom)
- Height along Broadway should not be more than 4-6 storeys. Taller buildings should be located along the north side of Broadway
- Additional density can be achieved by allowing and encouraging more secondary suite and laneway houses

JOBS & SERVICES

- Arts and culture are at the heart of Commercial Drive. Seek opportunities to build a stronger sense of community through arts investment and creation of accessible space
- More childcare and childcare services are needed in the neighbourhood
- There's an opportunity to insert and develop commercial space at the South east corner of Broadway and Commercial.

TABLE 11

PUBLIC REALM

- Safety is an issue in W.C Shelley Park
- More parks are needed in the sub-area.
- Support for better connections between Grandview Cut and Clark St, especially for bikes
- Increase the width of sidewalks on Commercial Drive to improve neighbourhood walkability
- Consider opportunities to 'green' laneways in the sub-area

HOUSING

- Encourage more laneway and infill housing in the neighbourhood
- Rental stock needs to be preserved, taking into account different needs (singles, families, seniors) as well as long term affordability
- A diversity of housing types is required in the sub-area - e.g. stacked townhomes, apartments etc.
- Safeway site should be mixed-use, but there was no consensus on appropriate height
- Any development should allow for sun penetration and minimize shadowing

JOB & SERVICES

- Public bathrooms are needed at the SkyTrain stations
- Preserve the fine grained nature of businesses on Commercial Drive
- Artists and artist space should be introduced/supported throughout the neighbourhood
- Medical facilities are a priority
- More childcare services are needed

TABLE 12

PUBLIC REALM

- WC Shelley Park and China Creek Park are poorly used and managed. Both parks have poor edge conditions and are often deserted. Concerns noted: littering, drug dealing. It is a rarity to see any children playing in the playgrounds
- General support for more family activities, programs and infrastructure in parks - to attract more people and make them safer places
- Some support for an elevated plaza at street level near the station. Bridges and station area could be connected with a wide-open space, turning the whole area into a public plaza. Proposed plaza could include green areas as well so as to not necessarily have only hard surface
- Some participants indicated that the sidewalk along Broadway/Commercial Drive is too narrow, and suggested providing wider sidewalks with trees and getting rid of parking spaces
- Woodland Drive is a popular bike lane, but is currently negatively affected by the large amount of cut-through traffic to Broadway. There was general support for limiting cut-through traffic in this area

HOUSING

- Neighbourhood character and heritage should be preserved
- General consensus that housing should accommodate a diversity of needs, especially persons with disabilities, and seniors. There are some examples of high-rise buildings for senior's housing that work well and look good. This kind of housing could be a valuable resource for not just this neighborhood, but also the entire city
- General support for a mixture of housing size and unit types. Some discussion about having more bedrooms per unit
- General agreement that the height of the Safeway site building should range from 8 to 12 storeys
- General consensus that quantitative height is not the most important housing consideration, but rather the quality of building design. Some believe that different forms of buildings with the same density may provide much different spatial experiences and quality of living.
- Sunlight is critical in residential housing, and must be taken into account when considering building height

JOBS & SERVICES

- There was general support that the Safeway site is a good location for commercial/office buildings.
- Some participants proposed mixed use (residential + office) buildings in the sub-area - e.g. north of Broadway, west of Commercial Drive. This could encourage more job opportunities in the area. Office uses should be concentrated in key areas, versus distributed throughout sub-area.
- The fine grained character of the Commercial Drive sub-area should be extended southward (i.e. south of the Cut).

ADDENDUM:

Correspondence received on the draft synopsis noted (1) a desire to see additional reference to “existing heights” (in particular via single-family and duplex typologies) as a possible option; (2) concern that higher buildings could impact views; (3) concern that proposed higher buildings - unspecified “rezoning heights” - have been “taken off the table.” No table numbers were indicated.

Combined Concepts (4 Groups)

Following the completion of the small-table discussions, participants were gathered together in four clusters (of three tables each). Within each cluster, groups were invited to share key aspects of the concept they produced in the morning (focusing on public realm, housing and built form, jobs and services).

Once the initial concepts had been shared, participants in each cluster were asked to identify key areas of convergence and divergence between the concepts. The key points identified in these discussions are outlined below.

CLUSTER I (TABLES 1, 2 & 3)

Key Areas of Convergence

- Support for plaza(s) in Broadway & Commercial area
- Concentrate office, jobs, retail in the vicinity of the station
- Fine-grained retail important to maintain along Commercial Drive
- Better connections are needed for Commercial Drive, to draw people north and south of the Grandview Cut - 'stitch the two halves together'.
- WC Shelley Park needs improvements, and more park space needed throughout sub-area
- Central Valley Greenway needs upgrades, improved cycling connections
- Support for exploring creative uses of Grandview Cut - parks/walkways/overlooks at edge or on top
- Infill seen as highly desirable way to accommodate growth while respecting existing character
- Future Safeway site redevelopment should retain a grocery store

Key Areas of Divergence

- No consensus around where future plazas should go - Safeway site, Broadway & Commercial, or 10th Ave and Commercial
- Divergent opinions on acceptable height for Safeway site. Full range considered: 4 to 50 storeys. Majority of participants suggested support for 8-12 storey range.
- Different opinions on acceptable for Commercial Drive south of Broadway. Ranges considered: 4 to 8 storeys
- No consensus on whether development on Broadway east of Commercial should be mixed use, or residential only.

CLUSTER II (TABLES 4, 5 & 6)

Key Areas of Convergence

- Introduce the fine-grained retail from Commercial Drive into the Broadway sub-area (i.e. extend the Drive south of Grandview Cut)
- Protect rental housing, existing building forms, and heritage
- Support for ground-oriented housing development
- Support for open 'feel' and public spaces as part of Safeway site redevelopment
- Improve/expand greenspaces along Grandview Cut
- Activate lanes near Broadway and 10th - e.g. for uses such as a farmers market
- Traffic calming is needed throughout the neighbourhood, particularly near schools
- No support for high-rise towers in the neighbourhood
- Range of housing options and tenures desirable

Key Areas of Divergence

- No consensus on what height is acceptable for Safeway site; however many participants support 6-8 storey range
- No consensus on whether density should be concentrated on Safeway site, or spread more evenly throughout the sub-area
- No consensus on appropriate heights on Broadway. West of the station, proposed heights ranged from 4-6 storeys. East of the station, proposed heights ranged from 2-4 storeys
- General (though not complete) support for 4-6 storey height on Commercial Drive
- 12th Ave height limits not discussed at great length

CLUSTER III (TABLES 7, 8 & 9)

Key Areas of Convergence

- Desire for increasing greenspace and improving access to parks
- Support for improving greenways in the sub-area
- Improve access to (and across) the Grandview Cut, and make it safe
- Commercial Drive: support for extending the fine grained commercial character of the Drive into the sub-area and south of Broadway
- Commercial Drive: support for wider sidewalks and improved pedestrian and cycling features
- Desire to see high quality buildings and appropriate built form as part of new development in the sub-area

Key Areas of Divergence

- Safeway site: a large range of heights were discussed; however many people thought there were a number of outliers in the suggested heights. A poll, that some participants took part in, suggested a potential range between 6-12 storeys.
- There is divergence in heights proposed for new development on Broadway. No consensus.

CLUSTER IV (TABLES 10, 11 & 12)

Key Areas of Convergence

- Improving existing parks, and traffic calming areas around the parks
- More variety and more mixed-uses
- Greenway connection across Clark (Grandview and Clark)
- Diversity of housing choices
- Activation of laneways South of Broadway in RT areas
- South of Broadway, and East of Commercial - area for more density
- Preservation of the existing character of the RT areas (SW RT area), but allowing for more intense use (laneway homes, density)
- Prioritizing affordable housing options EG. Rental, subsidized, seniors, families
- Improving/integrating the Station area (between the SkyTrain and Commercial) as open space (possibly a plaza/market)
- High design quality on Safeway site - in character with the neighbourhood
- Non-residential along Clark (office, artists, services) near the VCC SkyTrain

Key Areas of Divergence

- Safeway site: there were a large number of ideas discussed. No consensus on acceptable heights on the site, though discussion of 12-16 storeys, as well as 4-8-12 storeys
- Divergent opinions regarding housing on the Drive. Some participants felt that Clark was appropriate for 8-12 development, while others felt Clark is not a good place for residential development
- Some difference of opinion as to whether or not arterial streets are appropriate for more residential development
- Different ideas relating to possibility (or appropriateness) of distributing commercial activities through the sub-area neighbourhoods (e.g. in laneways, artisan stands etc.)

Appendix A: Principles for Broadway-Commercial (July 2013)

The following community-identified principles and goals were developed in July 2013. They are intended to act as reference points in discussions about the future of Broadway and Commercial.

Complete Community

- Expand opportunities for people to work, shop, live, learn and play
- Transit is an important focus of the community, but it is not the only focus
- Context and character are important – the area should be true to its local roots

Being Diverse and Weird

- The area is like no other in Vancouver
- The eclectic, nuanced nature of the area should be celebrated and expressed as the community evolves
- The area should continue to provide for a diverse mix of ethnicities, ages, genders, sexual orientations and income levels

Connected and Green Public Space

- Create green links and corridors to enhance pedestrian and cycling connections between parks, public areas, local amenities and shopping
- Protect and enhance parks and community gardens
- Ensure safe routes with weather protection and access to light
- Create vibrant, diverse, lively places for people to meet

Culture and Character

- Culture is a defining element of this area. The “feel” is unique and should be protected and celebrated
- Highlight art and other forms of expression
- Protect and build on the heritage character and values

Fine Grained Public Space

- Make the area walkable and interesting by providing smaller street blocks, points of interest and opportunities for vibrant street life
- Provide opportunities for locally relevant and meaningful experiences at the street level
- Prioritize space for small, local independent retail and services

Family Oriented

- Build upon the area as a place for families (and extended family) to live – from the very young to the very old
- Provide housing, amenities and services to support family and extended families

Fitting in with the Broader System

- Consider the role of Broadway and Commercial in the context of the neighbourhood and other transit hubs

Hierarchy and Transition

- The highest densities, mix of uses and intensity should be focused at the station area, transitioning down with distance
- Street activity and animation are keys to making this a successful place
- Transitions in scale should be gradual and carefully managed

Affordability

- Ensure the protection and expansion of affordable housing options including, co-ops, social housing and the enhancement and retention of purpose built rental buildings
- Protect and expand housing options to accommodate a broad range of incomes and diversity of people
- Provide family housing and facilities for young families
- Meet the needs of households on low incomes, seniors and those with mental illnesses or addictions
- Prioritize and recognize the importance of existing affordable commercial space

Appendix B: A Hierarchy of Scale (July 2013)

Participants at the July 2013 events were asked to think about the future of the Broadway and Commercial area – and to imagine how the scale of buildings might (or might not) vary throughout the area. Without getting into specific density numbers or storeys, participants were asked to identify, in general terms, how this ‘hierarchy of scale’ would look on a map.

Participants then identified:

- Areas where the **lowest-scale** buildings would be located
- Areas where **medium-scale** size buildings would be located
- Areas where **higher-scale** buildings would be located
- Areas where the **highest** buildings would be located

Participants were also able to identify:

- Areas of **no change**
- Areas where they weren’t sure – or **areas “to be determined”**

By combining the various community-generated maps into one document (p. 20), a number of overall themes could be identified:

- A general focus on the Safeway site, north side of E 10th and NE corner of Broadway & Commercial for highest and higher buildings
- General agreement on medium-scale buildings along key arterials: E 12th, Commercial Drive and Broadway. Limited interest in higher buildings along the Drive, with more focus at Broadway intersection.
- General agreement on medium-scale buildings south of the station (to E 12th, between Commercial and Victoria, or further east). Limited interest in higher buildings between E 10th and E 11th (Commercial to Victoria)
- General interest in medium scale buildings north of Broadway and west of Commercial. Some interest in focus on Grandview Cut, or areas to the west. Additional focus, and some interest on higher buildings in the area closest to Broadway/Commercial. Limited interest in higher buildings west of Woodland Drive.
- Areas identified for “lowest-scale” buildings or “no-change” – E 10th and E 11th, areas east of Commercial, along E 8th.
- Most divergent opinions: Broadway, east of the Cut (“No change”, “medium”, “not sure”); south of the Grandview Cut, east of Victoria (“No change”, “medium”, “lowest”)

This general pattern was one of the starting points for the February 2015 workshop.

Broadway/Commercial: Hierarchy of Scale (2013)

