

CLARK AT HASTINGS

- CONSIDER AN 8-12 STOREY NODE (MIXED USE)
- SOME SUPPORT FOR 12-15 STOREYS DEPENDENT ON IMPROVEMENTS (PUBLIC realm, Arts hub, Rental Housing etc)
- HIGHER FORMS TO CONSIDER PLANNING INITIATIVES FOR AREA WEST OF CLARK DR
- LOCATE RESIDENTIAL TAWAY FROM MAIN INTERSECTION
- R.O.W. 30m AT CLARK, NARROWING TO 20m BETWEEN VICTORIA + SEMLIN. CONSIDER MEDIAN OR INCREASED SIDEWALK IN THIS AREA

VERNON DRIVE



HASTINGS WEST OF COMMERCIAL

- AREA WITH UNIQUE MIX OF CURRENT LIGHT INDUSTRIAL, FOOD RELATED AND ARTS USES. PRESERVE INDUSTRIAL AND ACCOMMODATE LIVE/WORK, ARTIST SPACE, AN ARTS HUB, FOOD PRODUCTION etc
- ACTIVATE LANES i.e. MAKER SPACES
- CONSIDER BUILDING FORM OF 6-8 STOREYS
- SETBACK BUILDINGS FOR INCREASED/IMPROVED SIDEWALK AREAS

STREETSCAPE IMPROVEMENTS

- INCORPORATE PUBLIC REALM IMPROVEMENTS ALONG THE LENGTH OF THE CORRIDOR
- QUALITY IN DESIGN
 - Increase sidewalks, up to 20'
 - Incorporate street trees thru out
 - Improve overall landscape treatment
 - Street lights of pedestrian scale
 - Street furnishings - litter, benches
- INTEGRATE PUBLIC ART INTO STREET FURNISHINGS - Lights; Litter Recipients; Benches
- CONSIDER PACKS OF TREES IN ALLEYS
- CONSIDER SPACES FOR FESTIVAL ACTIVITIES ALONG HASTINGS
 - Car Free Day
 - Food Truck Day
 - Farmers Market Day

TRANSPORTATION IMPROVEMENTS

- IMPROVE TRANSIT
- INCORPORATE TRAFFIC CALMING AT KEY JUNCTURES
- LIMIT LEFT TURNS TO KEY INTERSECTIONS
- CONSIDER SOUND DAMPENING ASPHALT IN HIGH STREET AREA
- LOOK AT HASTINGS WIDENING

COMMERCIAL AT HASTINGS

- KEY JUNCTURE FOR TRANSIT
- INCORPORATE PUBLIC PLACES FOR COMFORTABLE AND SAFE PEDESTRIAN AREAS
- CONSIDER VIEWS DOWN COMMERCIAL TO MTN'S
- MIXED USE NODE
- TRANSITION OUT OF INDUSTRIAL USES TOWARDS VICTORIA
- CREATE LINKAGES TO COMMERCIAL ON COMMERCIAL DRIVE
- LOCAL ECONOMY NODE

PUBLIC ART IMPROVEMENTS

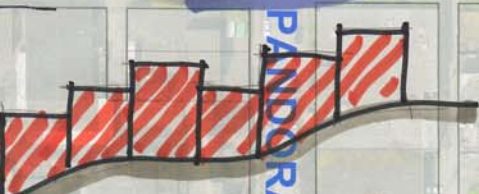
- INTEGRATE PUBLIC ART INTO STREET FURNISHINGS
- PROVIDE OPPORTUNITIES FOR MURALS
- CREATE A SPECIAL, LOCALIZED STREET GRAMP
- PUBLIC ART AND INTERPRETIVE SIGNAGE THEMES, MIGHT INCLUDE - FIRST NATIONS; HISTORY OF THE PORT; TRAINS; SHIPPING; COAST GUARD

CHARACTER

- SETBACK BUILDING OFF PROPERTY LINE TO INCREASE SIDEWALK AREA
- PROVIDE VARIETY IN HEIGHT AND BUILDING FORM
- VARY SETBACK ALONG THE STREET TO PROVIDE INTEREST - UNULATE STREETWALL
- INCORPORATE BUILDING DETAILING AT STREET LEVEL TO CREATE TEXTURE AND INTEREST
- INCREASE THE QUALITY OF BUILDING CONSTRUCTION FOR NEW AND RENOVATED BUILDINGS
- LIMIT CONSOLIDATION TO REDUCE THE IMPACT OF MONOTONIC BUILDINGS AND BLOCK
- INCORPORATE SMALLER SCALED STOREFRONT (e.g. EVERY 25'-30')
- CONSIDER SHAWDOWING (↑ HEIGHT TO NORTH)
- USE CAD/PLANNING CONTRIBUTIONS TOWARDS PUBLIC REALM IMPROVEMENT IN THE IMMEDIATE VICINITY
- DEVELOP GUIDELINES
- RETAIN VILLAGE CHARACTER AT THE HIGH STREET (SEMLIN TO NANAIMO) - 4 STOREYS
- CONCENTRATE COMMERCIAL TO CORNERS ALONG THE LENGTH, PARTICULARLY AT CORNERS

CROSSWALK IMPROVEMENTS

- IMPROVEMENTS NEEDED AT CLARK; MULLEN; VICTORIA AND NANAIMO
 - Lighting
 - Narrowing crosswalk length
- PEDESTRIAN ACTIVATED IMPROVEMENT NEEDED FOR MULLEN, LAKEWOOD AND GARDEN DRIVE
- IMPROVE SIDEWALK MULLEN TO VICTORIA
- INCORPORATE PLACES OF REFUGE INTO DESIGN



- COMMERCIAL TO SEMLIN
 - BUILD FORM TO FOLLOW TOPOGRAPHY
 - UNULATE HEIGHT
- TRANSITION SCALE FROM HIGHER FORMS IN THE WEST TO A 4 STOREY FORM IN THE VILLAGE HIGH STREET (SEMLIN TO NANAIMO)

TRANSPORTATION ON HIGH STREET

- ADDRESS VOLUME AND SPEED IN A TIGHTENED WAY
- TIGHTEN TREE SPACING AS A MEASURE TO SLOW TRAFFIC DOWN
- CONSIDER IMPLEMENTING NOISE ABATEMENT MEASURES THRU SPECIAL ASPHALT

HOUSING

- SUPPORT FOR ALL FORMS OF TENURE
 - Market
 - Non-market
 - Affordable Home Ownership
 - Etc.

NANAIMO AT HASTINGS

- POTENTIAL TO MARK THE INTERSECTION WITH HIGHER BUILDING FORM (6-8)?
- NANAIMO IS THE CENTRE OF THE LARGER EAST VILLAGE COMMERCIAL AREA. CONSIDER PLANNING INITIATIVES TO THE EAST

PANDORA PARK

- CONSIDER ECOLOGICAL HABITAT FOR GREEN SPACES
- CONSIDER 191 NATIONS COLLABORATIVE ART PROJECTS, INTERPRETIVE SIGNAGE OR CARVING HUT TO RECOGNIZE THEIR ROLE IN THE COMMUNITY



- AREA BOUNDARIES SHOULD RELATE BETTER TO NEIGHBOURHOODS