

**Mount Pleasant Community Plan Implementation
Launch Workshop – November 18, 2012**

What We Heard – Walkshops and Drawing Sessions

Uptown and Broadway West

- Taming the street is critical along Kingsway and Broadway.
- Lanes should be woonerf style and character. They should be pedestrian corridors along with vehicles.
- Preservation of idiosyncratic building front and sidewalk uses should be encouraged to reinforce the special nature of the area.
- Shop owners should be able to bring their wares onto the street as it gives character to the pedestrian experience.
- Small plazas and resting spots are a positive addition to the public realm, especially at the obscure corners that are created by the street grid changes.
- Look for ways to upgrade lanes to provide fronts to businesses and encourage event use.
- Encourage and develop a number of mid-block crossings along the east / west streets at lanes and Watson Street at some or most of the streets. Look at a major mid-block crossing at Watson and Broadway to connect the lanes and special areas. (could be a scrambled major intersection).
- Secure public plaza on the SE corner of Main and Broadway. Major node at this intersection and east side of Main Street.
- Secure the unique back lane space south of Broadway on the triangular block for special use. Encourage the movie nights and pop up events.
- Encourage more inventive signage, both electric and neon.
- Don't overdesign...let the creative community which lives and works and visits the area have a voice in its environment.
- Preserve a varied building stock ...resist continuity or monotony in building form.
- Encourage outdoor patio use.
- Protect the mature and great street trees along many of the streets: 10th Ave, Broadway East, 11th Ave., and sections of Main Street. Like the variation of the large scale coniferous streets trees in the boulevards and along the lanes.
- Secure future transit station at Broadway and Main on SE corner.
- Look at demonstration lane projects that enhance and revitalize the lanes. Open up small studios and shops on lanes.
- Secure some holding places for future evolution of public spaces, doesn't all have to be designed now.
- 11th Ave is missing an important east / west pedestrian crossing at Main Street.
- Widen the pedestrian zone along 10th on the north side of the Rize Site to protect the trees.
- Express the heritage of Mt. Pleasant and Brewery Creek more prominently.
- Reinforce and make the area between Broadway and 7th a cultural district.
- Create a Street Car Commons Public Area at the SE corner of Main and 13th.
- Close Prince Edward Street at 13th Ave and Kingsway and make park space / green space a real park area.
- Kingsway and 12th Ave. pedestrian crossings are far too difficult. Tame the street somehow and fix the NW corner and make it more like the park corner at Sophia Street and 12th Ave.

- Reinforce streetscape along 7th Ave between Main St. and Scotia to provide a better green connection to “Dude Chilling Park”.

Lower Main (2nd to 7th Avenue)

- Importance of the view cone: dimensions (size and placement) should be clarified.
- Importance of Mt. Pleasant heritage: be conscious of materials and style when building new developments.
- Consider ‘old’ heritage vs. potential ‘new’ heritage in more modern, unique-to-Mt. Pleasant designs.
- Bring commercial and studio development into the back alleys (while preserving functionality).
- Develop public/green space west of Main between 6th and 7th.
- Importance of a street tree and planting pattern along Main and 2nd to slow traffic.
- Wider pedestrian sidewalks along Main.
- Interest in the existing industrial buildings west of Main on 3rd, 4th, and 5th Avenues.
- Interest in a Mt. Pleasant entry feature or sign at Main and 2nd.
- A major pedestrian green access, running east – west across Main at 3rd Ave.
- Develop a plaza east of Main on 3rd Ave.
- Protect the mature and great street trees along many of the streets.
- Corners at lane/street interface are important places for social interaction. Is there a way for new buildings to reinforce this by giving special consideration to the corners of lanes? Think recesses, transparency, entrances, public art, awning/weather protection.
- Laneways
 - Consider woonerf (zig-zag driving lane)
 - Allow parking in gaps
 - Art/graffiti murals on walls
 - Need to address loading etc.
 - Hanging baskets, flower gardens
- Preference for a strong architectural break at 4 storeys, vs. a 6-storey extruded massing.
- Need a strong relationship to grade of main floor. Citing ways in which the ground floor needs to address the sidewalk.
- Community Garden site is positive – can we help shape or define the space more positively?
- City-owned site (Main and 7th, west side)
 - Combination of usable open/public space (green space, farmer’s market, food carts around plaza) and built form desired
 - Explored idea of open space drawing from the lane (and incorporating the lane) to draw the open space away from road noise of Main St.
 - Desire to extend the street wall from north and create a strong edge to Main St.
 - Open space, if at back, should have a direct link – an opening – from Main St. to the open space behind.
 - Citing experiences like Crave, where you enter, then re-enter a whole new space in the back of the restaurant.
 - Sequence of space leading pedestrian from Main St. to back open space
 - Create a portal to pedestrian greenway through site aligned with Kingsway

- How will bikes be handled? Consider current/future bicycle network.
- Break in building (at T-lane) is an idea worth exploring. Can we have gaps in buildings that draw you into a small courtyard with active uses wrapped around its edges?
- Gateways can be defined by buildings (unique typology at the corners, material/massing change) and/or by streetscape alterations.
- Proposed Street-to-park site (4th and Scotia): Can it be more reflective of Mt. Pleasant and be a woonerf – shared street with landscape but also reflecting character of Mt. Pleasant through materials, ground treatment etc.
- How to incorporate green/natural aspects into new development? ‘Little surprises.’

Broadway East (Prince Edward St. to Prince Albert St.)

- Seniors and visitors use Kingsgate Mall as a “third place” for meetings and to seek cover from rain.
- Stormwater treatment and / or showcase along St. George Street.
- Where appropriate, reclaim street lanes to increase space for public realm, ie. Double rows of street trees.
- Consider live-work building typology for housing affordability.
- Partial street closure, bollards, and woonerf for proposed Street-to-park site at Prince Albert and Broadway
- Encourage business incubation to provide start up opportunities for immigrants.
- Protect the mature and great street trees along many of the streets: 10th Ave., Broadway East, south side Broadway at Prince Edward where road curves.
- Connect the green spaces to Broadway and reinforce them.
- Eclectic, diverse businesses, and small storefronts are great.
- Streetscape is run down and in need of some upgrades and cleaning.
- Consider current diversity of building type and potential develop-ability
 - Split zoning, hybrid zoning?
- Need affordable housing for seniors; retain existing social housing in neighbourhood.
- Social services are important.
- Consider more than just arts and culture in public benefits discussion.
- Gateways do not necessarily mean height; could be distinctive building.
- Within height, consider different uses i.e., public uses.
- Need to give people a reason to come here.
- Emerging character and roles [moving east]
 - Higher density sub-area towards the heart (including Kingsgate Mall)
 - Jobs/production/manufacturing sub-area
 - Local village and ‘high street’ sub-area toward Fraser St.
- Transportation
 - This is a transit ‘no man’s land – currently no way to get on the bus
 - Implications for 99 B-line and local service upon rapid transit for Broadway?
 - Bike lane on Broadway vs. 10th Ave. when rapid transit built?
- There may be less foot traffic with rapid transit underground; need parking to sustain local businesses AND more population density.
- Public realm idea: permanent exercise station for seniors e.g., cycling to generate power

- Summary/Big Ideas
 - a) Preserve finer grain towards east – this supports affordability
 - b) Mixed use – special opportunities here
 - c) Green space – importance of interconnectivity
 - d) Building form – provide density; mark community with attraction(s), personality, branding, pride, village identity
 - e) Nature of Broadway – narrow to 4 lanes vs. 6 lanes of traffic

Broadway East – Ideas for branding and identity

Princes Market
Culture Market
Little Broadway
Narrow Broadway
High Street Broadway
Broadway Fraser
Mount Pleasant Broadway
Little Main Naturally Diverse
Broadway Central
Broadway Event
Princetown
East of Main
Princes Garden
Garden Village
East Mount Pleasant
Broadway Village
Broadway Square
South Main
Broadway Slope
Mount Pleasant
Mount Pleasant East
East Main