

Uptown Streetscape Vision

Key Stakeholder Engagement Summary Report

June 2020

1. OVERVIEW

The City launched the Uptown Streetscape Vision in late 2019 to inform a number of planned and future developments, and future City capital works, in the Uptown community of New Westminster. Initial plans for in-person consultation were postponed due to the Coronavirus pandemic. Upon seeking direction from Council, staff advanced the work to a point where online feedback could be sought from key (internal and external) stakeholders within the community. During a 1-week review period in June 2020 (June 8-15), key stakeholders were provided with the following materials in an effort to gauge support for the big ideas being proposed:

1. Presentation summarizing the Vision, Big Ideas and Public Realm Typologies being proposed
2. 9-boards that collated the Public Realm Typologies and Big Ideas being proposed as part of the Vision
3. A Simple Survey (online) that sought feedback on the materials provided

The key (internal and external) stakeholders were identified at an early stage in the development of the Vision, and were primarily contacted via email correspondence to minimize in-person contact during the Coronavirus pandemic.

Of the 39 key stakeholders that the material was distributed to, 21 responded to the online survey, with another 3 following up with written email feedback.

The material was also shared and discussed at the *Sustainable Transportation Task Force* meeting on June 15, 2020 (Section 4a).

The boards are available on the project website at www.newwestcity.ca/uptownstreetscape

Additional comments were also collected that for the Uptown Streetscape Vision and were captured via direct email in *Section 3: External Stakeholder Responses* and *Section 4: Internal Stakeholder Responses*.

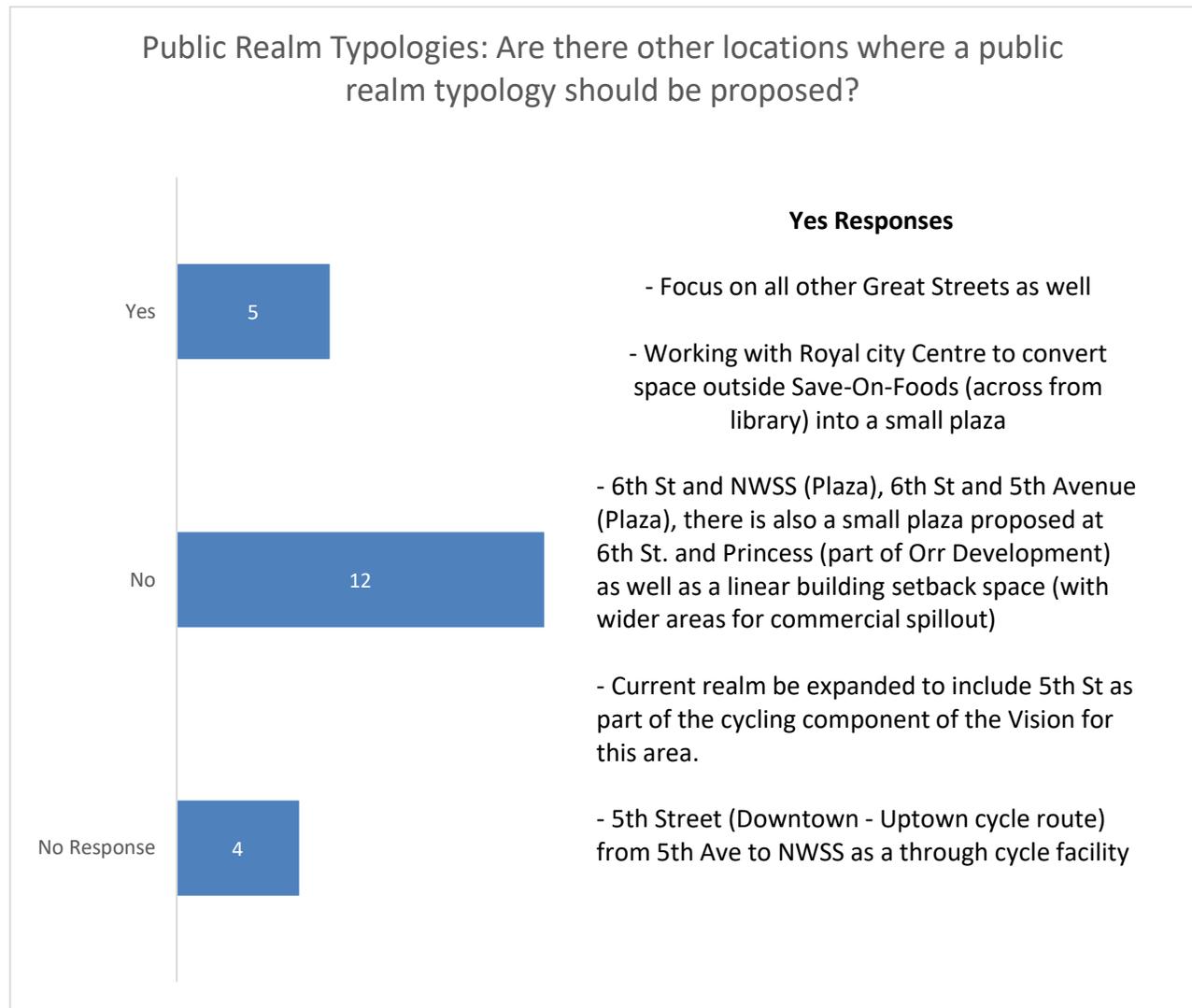
KEY STAKEHOLDER LIST			
EXTERNAL		INTERNAL	
Moody Park Residents Association	Glenbrook North Residents Association	Parks & Open Space Planner	Senior Arborist
Brow of the Hill Residents Association	Queens Park Residents Association	Manager, Horticulture, Parks and Open Space	Senior Manager, Development Planning
Walkers Caucus	HUB New Westminster	Development Supervisor	Social Planner

Translink (Network Mgt.; Bus Speed & Reliability)	HUB Metro Vancouver Region	Senior Policy Planner	Manager, Engineering Operations
Citizens for Accessible Neighbourhoods	Uptown Business Association	Streets Supervisor	Assistant Deputy Fire Chief
New Westminster Chamber of Commerce	Uptown Property Group	Manager, Transportation	Transportation Engineer
Royal City Centre	Fraser Health	Transportation Planner	Manager, Infrastructure Planning
Queen City Taxi	Royal City Taxi	Infrastructure Engineer	Integrated Storm Water Engineer
Force of Nature Alliance	Viceroy Strata	Manager, Electrical Engineering Design	Economic Development Planner
Belmont Strata		Supervisor, Development Planning	Senior Manager, Development Services
		Senior Arborist	Manager Parks & Open Space Planning, Design and Construction
		Landscape Design Technician	Senior Arborist
		Director, Electrical Utility	

2. Online Survey Results

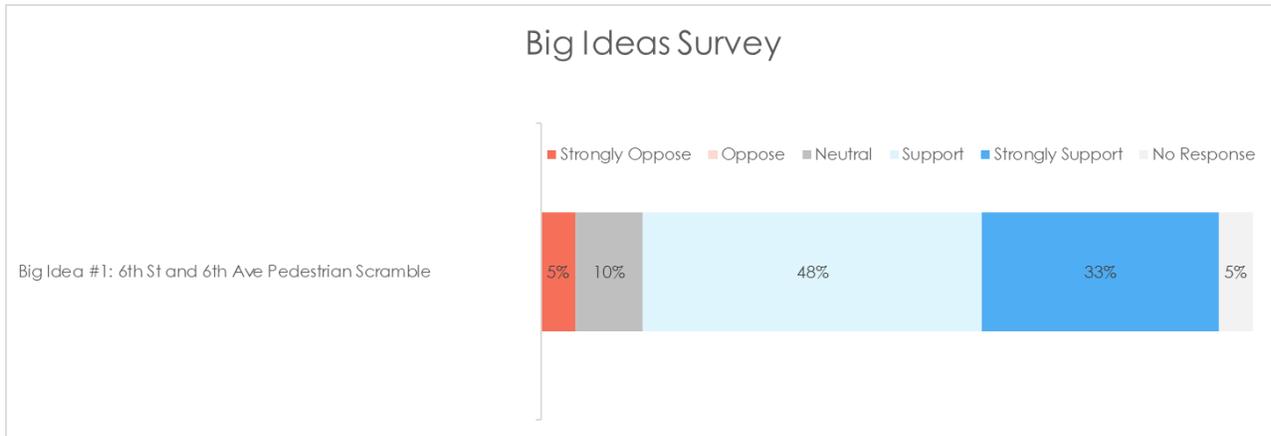
a. Public Realm Typologies

Q: Are there other locations where a public realm typology should be proposed?



b. Big Idea #1: 6th Ave/ 6th Street Pedestrian Scramble

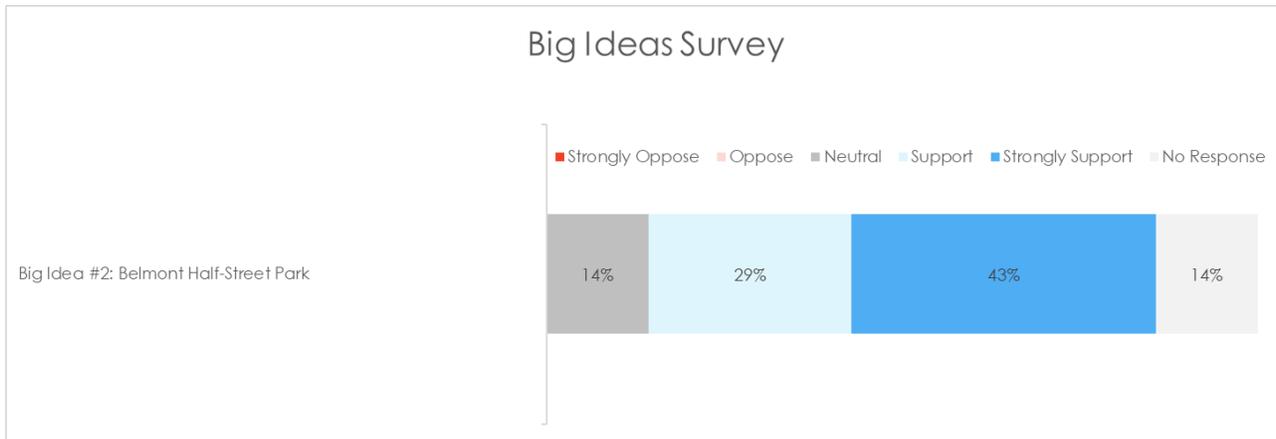
Q: Please provide your opinion regarding: Big Idea #1 - 6th St and 6th Ave Pedestrian Scramble?



Number of respondents: 21

c. Big Idea #2: Belmont Half Street

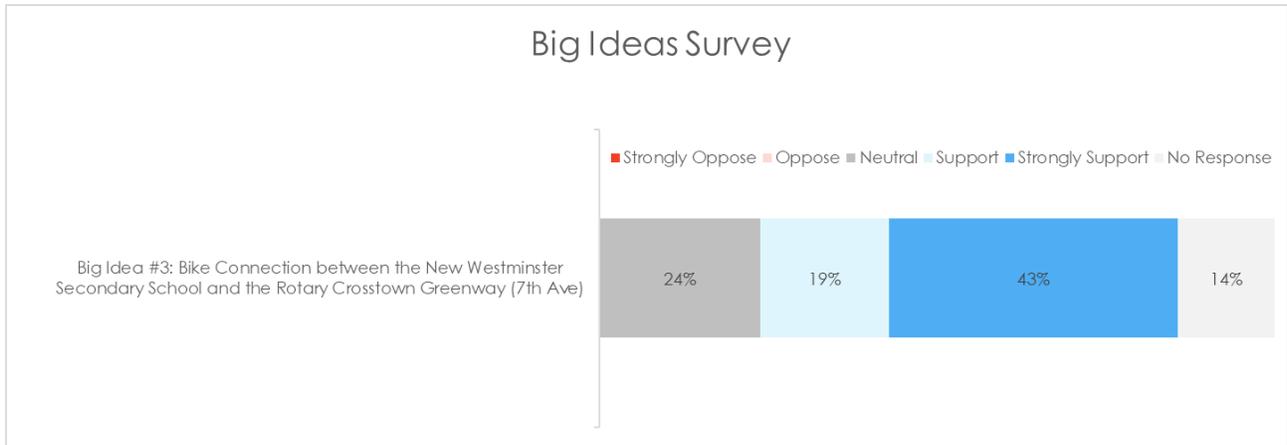
Please provide your opinion regarding: Big Idea #2 - Belmont Half-Street Park



Number of respondents: 21

d. **Big Idea #3: Bike Connection between NWSS and RCG**

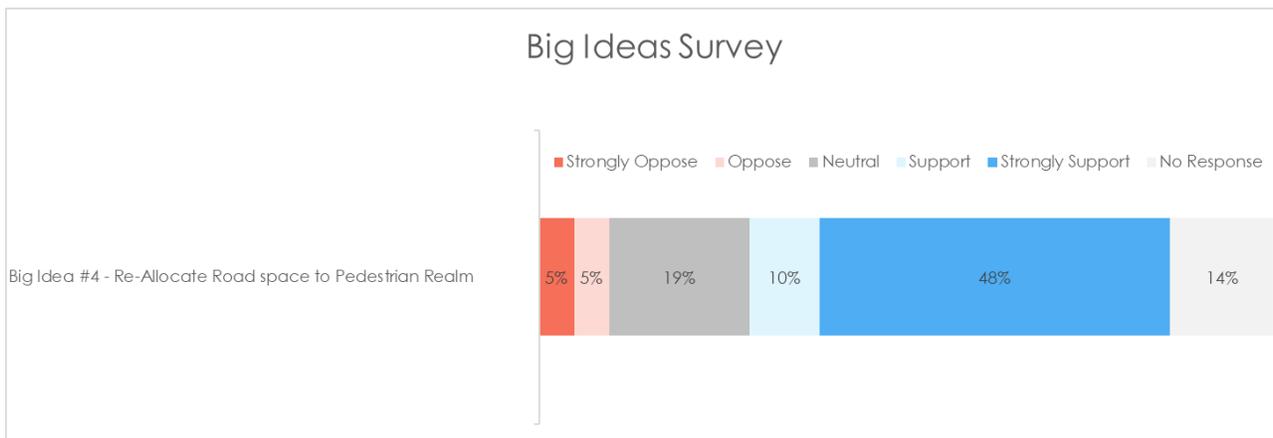
Please provide your opinion regarding: **Big Idea #3 - Bike Connection btw. NWSS and RCG**



Number of respondents: 21

e. **Big Idea #4: Reallocate Road Space to Ped Space**

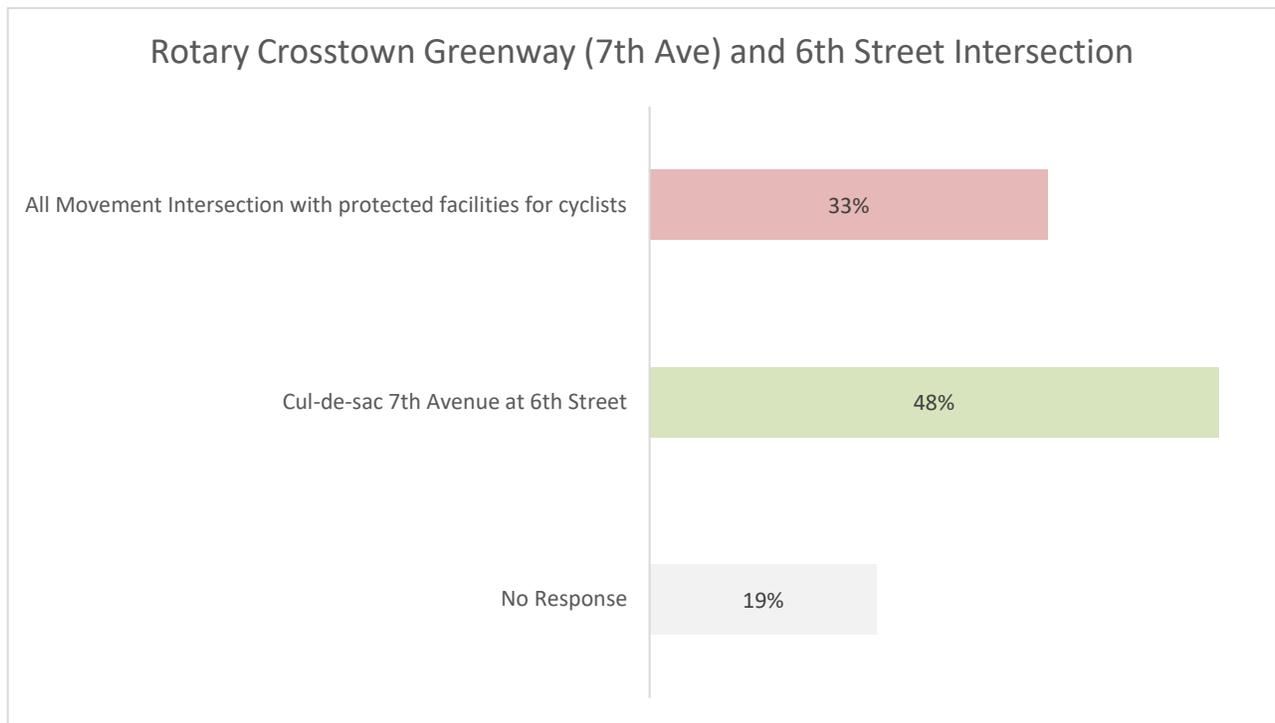
Please provide your opinion regarding: **Big Idea #4 - Re-Allocate Road space to Ped space**



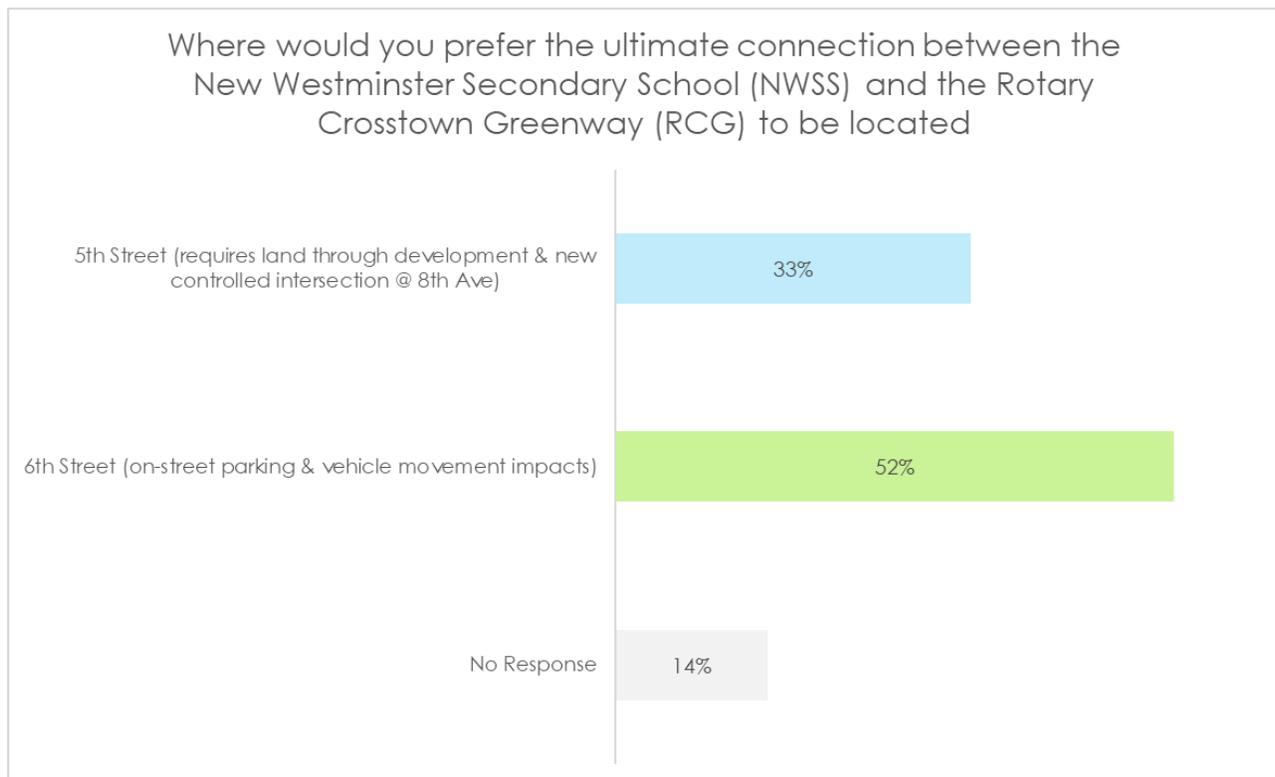
Number of respondents: 21

f. Additional Questions

What is your preference for the Rotary Crosstown Greenway (7th Ave) intersection with 6th Street?

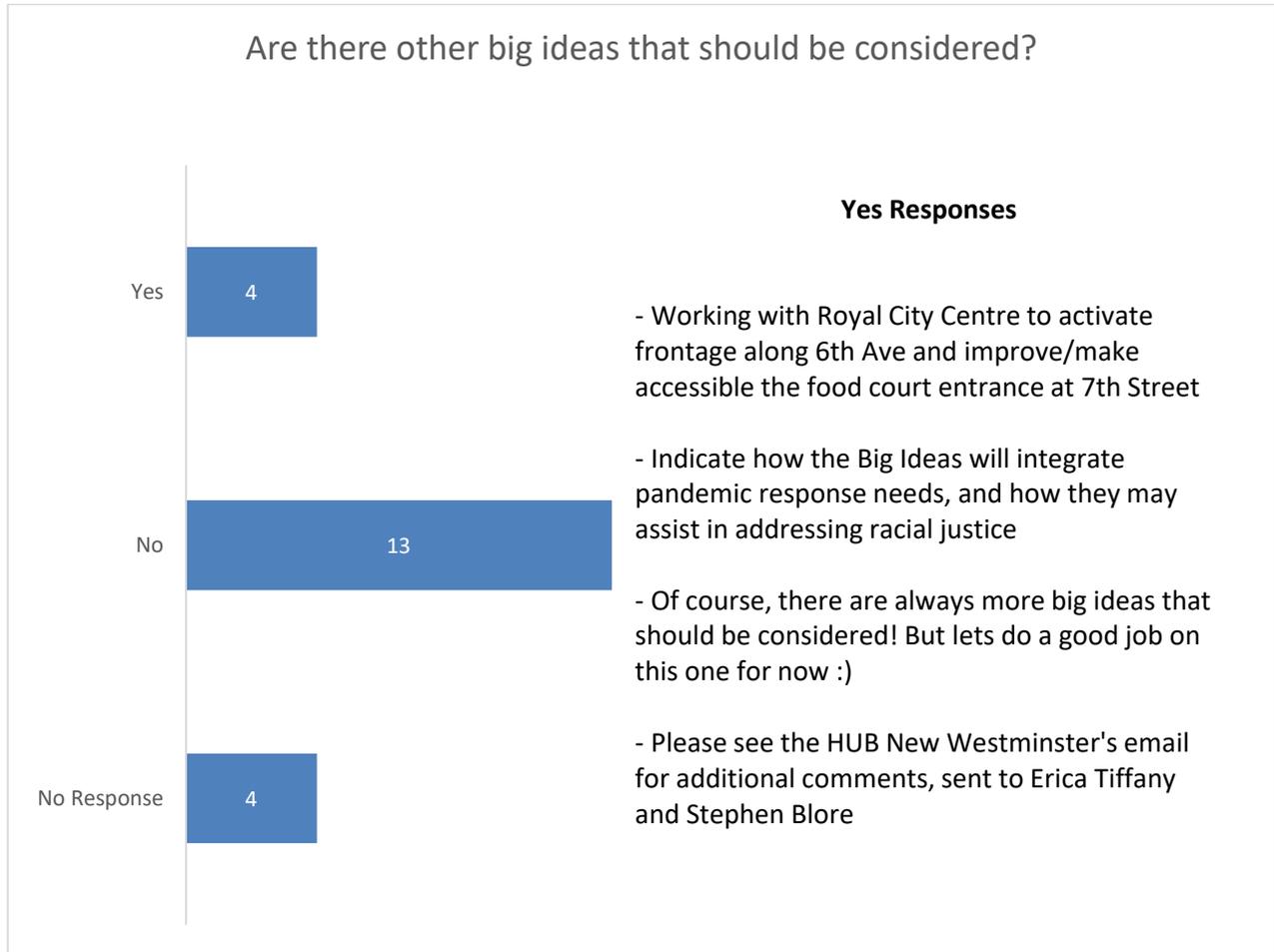


Where would you prefer the ultimate connection between the NWSS and RCG to be located?



Number of respondents: 21

Are there other big ideas that should be considered?



Number of respondents: 21

3. External Stakeholder Responses

HUB NEW WESTMINSTER

(email dated June 15, 2020)

We held a separate HUB New Westminster Committee meeting to review the materials and have consolidated our comments below. This is in addition to the online survey which was completed earlier today. HUB New Westminster Committee feedback:

- HUB New Westminster overwhelmingly supports the Uptown Streetscape Vision.
- We strongly encourage design / implementation in phases, prioritizing a cycling connection from the 7th Avenue Greenway to the NWSS entrance on 6th Street.
- Design presentation information should include the Transportation Hierarchy (page 38 of the MTP) outlining the transportation priorities that will be followed during the decision making processes.
- We support designs which discourage non-local (through traffic) such as the cul-de-sac on the 7th Ave Greenway. This includes the entirety of the Greenway adjoining or adjacent infrastructure.
- Identify 5th Street on the project "Study Area" and "Typologies" maps as a Downtown to Uptown (and NWSS) through cycling route. This would keep the through cycling (non local) off of 6th Street.
- Infrastructure limiting motor vehicle access (one way streets, road closures, traffic calming, etc) should exempt cyclists by design and sign postings ("except cyclists") as much as possible.
- Ensure speed limits are reduced to 20 or 30 km/h for all motor vehicles within the study areas. Possibly dedicate the entire area as a "slow streets" space.
- The design needs to be more accommodating for cyclists (cycle friendly) on all roads that do not have separated cycle facilities.
- Eliminate the use of curb extensions unless they have enough space for cyclists to safely travel adjacent to motor vehicles in any area's that don't have separated cycling facilities.
- Eliminate the use of barrier (90 degree) curbs that make it difficult to get a bike from the road space to the boulevard and sidewalk zone where the shops and bike racks are accessed.
- Consider snow removal when designing cycling infrastructure.
- Consider cargo bikes and mobility tricycles when designing cycling infrastructure.



June 15, 2020

City of New Westminster
511 Royal Avenue
New Westminster, B.C.
V3L 1H9

Attention: Erica Tiffany and Stephen Blore

Dear Erica and Stephen:

Uptown Property Group has been part of New Westminster's business community since its acquisition of Westminster Centre in 1987. In the 33 years since then, we have constructed Uptown Centre, Latitude Uptown and Queen's Park West, all first-class office buildings with frontage onto the project area. We have a long history in New Westminster and plan to continue to be part of the community for many years to come.

In light of this history, our company's long-term investment horizon, and our commitment to the success of New Westminster, we are keenly interested in participating in the Uptown Streetscape Vision and seeing the timely implementation of the works.

The existing curb alignment Uptown dates back to the 1960s. Except for regular maintenance and the odd sidewalk panel replacement, there has been no material change to the public realm in all those years. Similarly, we expect that the new curb alignment, as it now proposed, will be in place for decades to come. As such, it is critically important that we get it right. What we decide during this process will dictate the character, and the eventual success, of the Uptown area for years to come.

We have reviewed the materials that you provided on June 8, 2020, outlining the proposed Vision. We commend you on the thoroughness of the information. It is obvious that a lot of effort and work has already been committed to this process.

We write to communicate that we are, in general terms, very supportive of the overall vision. We support re-allocating road space to increase pedestrian space. The proposed improvements supports our shared vision for a vibrant, pedestrian friendly retail district.

The Uptown Business Association (UBA) provided their response to the proposed Vision on June 13, 2020. We agree with all of the comments made by the UBA, including the objections to the all-way scramble intersection at Sixth and Sixth, and the "half-street" for Belmont Street. In the interest of brevity, we will not repeat the comments that the UBA already provided, but simply state that we echo what has been voiced by the Uptown Business Association.

Instead of repeating the same comments and concerns, we want to add to the comments already provided by bringing out the following issues and requests.

Function of Sixth Avenue

We encourage the City to review the function of Sixth Avenue in the city's road network. At present, a significant number of vehicles on Sixth Avenue do not originate or have a destination in New Westminster. The addition of this regional traffic is not helpful in creating a pedestrian friendly retail environment. We recognize this is a larger issue, and involves the connections to the Queensborough Bridge, and McBride Boulevard and Pattullo Bridge. However, we would suggest that further steps be taken to discourage the use of Sixth Avenue by regional traffic.

The Uptown area has evolved into a local commercial area primarily serving the needs of people residing within 2 to 3 kms. Reducing the congestion during rush hour would clear up road space for local residents, our primary customer base, to reach the Uptown area during all times of the day.

Bicycles Infrastructure

We encourage the City to go farther on bicycle infrastructure. We recognize that the streets Uptown are narrow and limited road space is available. If no space is available for separated bike lanes, then we ask that the general traffic lanes be designed to safely accommodate bicycle traffic. Also, 'share the road' signage can be added.

We recognize that, currently, bicycles are only a very small portion of the total trips in Uptown. However, as many cities in Europe and North America have proven: if you build it, they will come. Encouraging bicycling is consistent with the City's environmental sustainability objectives. It has tremendous health benefits. And getting people out of cars clears up road space for a more pedestrian friendly environment.

Allocation of curb space

Significant attention should be paid to re-allocating curb space to ensure optimum use. At present, there is too much space allocated for buses (many double length bays that are not used). Also, there is too much focus on loading and handicap parking, which are generally poorly used as compared to metered parking.

While we support encouraging different modes of transportation, the reality is that private cars will continue to be part of the transportation system. We do need to provide for an adequate number of on-street parking.

In addition, the future will see further diversification of transportation options, such as car share and autonomous vehicles. We need to ensure that the available curb space is rebalanced to optimize the limited amount of space that we have available.

Bus stops

We caution the City to not create unnecessarily long bus stops. At present, many bus stops are extra long, with no justification for that double or triple length. We would expect that Translink will advocate for extra long stops to accommodate articulated buses and multiple buses parked in one stop at the same time, just in case of future service changes. The scale of that infrastructure would be overwhelming on the tight urban spaces we have Uptown, and take away from the space available for other purposes. The transit volumes Uptown do not support such infrastructure.

Lower speed limit

We encourage the City to review the speed limit in the Uptown area. If speeds are reduced, it will make for a more pedestrian and bicycle friendly district. It will reduce the likelihood and the severity of accidents. In reality, during the busier times of the day, the average speeds are likely already well below 50km/h due to vehicles turning and parking and general congestion. However, outside rush hour, cars are able to speed up.

Reviewing speed limits during this process matters as it influences the road design.

Timing of lights

We ask the City to consider creating a "green wave" through the area. That green wave should be programmed based on a lower speed limit (i.e. 30 km/h), and will effectively encourage traffic to slow down, creating a safer and more pedestrian friendly environment.

If vehicular traffic flows through the area at a predictable (slow) speed, the green wave will reduce the number of vehicles braking and accelerating multiple times (thus reducing noise), and reduce the carbon monoxide emissions from vehicles (thus help improve air quality), both of which are important in creating a pedestrian friendly environment.

We suspect that the green wave will also help maintain adequate vehicular traffic capacity. The road diet that is proposed will already reduce capacity, and we are concerned with further congestion as a result of cars being stopped unnecessarily by the uncoordinated operation of the many traffic lights within short distance.

Pedestrian activated lights

We understand that traffic lights in urban areas are often activated by pedestrians. However, we would ask that you review removing the buttons, and making the pedestrian lights be part of the regular cycle, as is the case in most of downtown Vancouver. Pedestrian traffic volumes are already high enough that it is unnecessary to include separate push button activation of the pedestrian green light.

If pedestrian activation of the pedestrian lights remains in place, then we suggest that the timing of the traffic lights and the flow of traffic not be interrupted. The regular cycle should continue in full, with the pedestrians crossing on the next 'green', so that vehicles are not stopped more often, causing more noise and air pollution.

Light poles, lighting and decorating

We want to point out that the existing street light poles serve multiple purposes. In addition to holding up the light fixtures, they support street banners, flower baskets and Christmas lights. These are all critical elements for decorating and branding a successful commercial district. The new street light poles must accommodate two banners per pole, as well as brackets for Christmas lighting and hanging baskets.

In addition, we suggest that "smart poles" be considered for accommodating wireless technology and wi-fi antennae, and that electrical outlets are incorporated at various levels on each pole.

Similarly, street tree wells must be equipped with electrical service so that trees can be lit. These are existing in several blocks and must be maintained. EV charging stations may also be fixtures that are part of the urban streetscape in the future.

Useable Open Space for Street Activation

We ask that particular attention be paid to creating opportunities throughout for useable open space for street activation. Closing Belmont Street in full (not a “half-street”) would provide a great public plaza for events like the Farmer’s Market and Uptown Unplugged.

These spaces should be a blank canvas with no permanent improvements (walls, planters, seats) that could limit the flexibility or attract undesirable behaviour.

Rather, the space should be wide open for maximum utility and flexibility. Power and water connections should be provided in the plaza or in very close proximity.

In addition to the Belmont Plaza, smaller spaces should be provided for smaller activations and more spontaneous and perhaps ad-hoc activities, such as setting up a Salvation Army kettle, or the girl guides selling cookies. At present, there are virtually no spaces in the Uptown where such opportunity exist.

We are supportive of the overall direction, and ask that the above comments be considered and be incorporated in the plans.

Also, we are excited that this project is, finally, on the city’s workplan, and look forward to the next phase in the process.

With kind regards,

Uptown Property Group



June 13, 2020

City of New Westminster

511 Royal Avenue

New Westminster, B.C. V3L 1H9

Attention: Ms. Erica Tiffany and Mr. Stephen Blore

Dear Erica and Stephen,

Re: Uptown Streetscape Vision

Thank you for providing the presentation materials outlining the proposed Uptown Streetscape Vision, and for seeking our comments and input. We circulated the materials among our board members and discussed the vision extensively at our board meeting on June 10, 2020.

In general terms, we support the overall vision, as well as the principles and project objectives as outlined in the first few pages of the document. This Vision for the public realm supports a pedestrian friendly and vibrant commercial district. We agree with that overall vision for the Uptown area. Also, we are excited that this project has finally been advanced to the planning stage.

However, from our review of the materials, we have a number of concerns and we ask that these be addressed in full. Our concerns are outlined below. We would be happy to elaborate and have more detailed dialogue with you on these items if you think that would be helpful.

Belmont Street

We support reallocating the easterly part of Belmont Street as a public plaza. However, we do not believe the “half street” concept is feasible. We prefer the full closure of this part of Belmont Street, from the “tunnel” under the Belmont Tower to the intersection with 6th Street, to all vehicular traffic. This would create a public plaza that could become a real focal point and a space for community events. The plaza should be a blank canvas (minimal permanent obstructions) to ensure maximum flexibility.

The westerly section of Belmont could be a local, dead-end street, perhaps with a cul-de-sac at the end, or with a possible continuation of one way vehicular traffic through the ‘tunnel’ and upgrading the lane as a narrow street. Emergency vehicle access can be maintained over the plaza.

Doing anything less than a full public plaza, like the “half-street”, would be a lost opportunity to create a real open space and point of interest for the community.

Pedestrian All-way Scramble

The pedestrian all-way scramble is an interesting concept, but we do not support it for the intersection of Sixth and Sixth a number of reasons.

First, we do not believe that the pedestrian traffic numbers are high enough to support the scramble intersection. You would allocate too much time for pedestrian movements at the expense of the overall efficiency of the intersection. For example, right turns, which currently do not interfere with pedestrian movements, would need to be eliminated, causing traffic to back up even further.

Second, the concept is too new in the Vancouver area, and people are not familiar with this type of intersection. We do not want Uptown, with a large senior population, to be a pioneer and experiment in intersection design.

Lastly, the pedestrian scramble intersection will further reduce the vehicular capacity of Sixth Street and Sixth Avenue. The capacity of those streets is already being reduced by the “road diet” and reallocation of road space. We do not think that an even further reduction in capacity is wise.

Retention of On-Street Parking

The drawings do not indicate where, and how much, on-street parking is being maintained. We appreciate that we will experience the loss of some on-street parking as road space is reallocated to wider sidewalks and other purposes. However, it is critically important for the economic viability of retail businesses and restaurants, that a significant number of on-street parking is being maintained. In addition, we note that metered parking is a revenue generator for the City.

Bus bays

While detailed drawings are not included, it seems from the materials that bus lanes are being eliminated. We do not support that. Bus stops should be full pull out bays, so that vehicular traffic is not being stopped by a bus parked in the middle of the road at a stop.

Bike Lanes

We note that designated bike lanes are included north of Seventh Avenue only, in order to connect the Rotary greenway with the new high school. We support that element. We note that bike lanes are not included south of Seventh Street, presumably as that would compromise the wider sidewalks (which is a greater priority) and other uses like patios. We support that no separated bike lanes are provided below Seventh Avenue. However, we do encourage that parallel streets, like Fifth Street, be improved with new cycling infrastructure so that it will be easier for bicyclists to reach the Uptown area.

Materials, Theme, and Colours

Little information is provided as to pavement materials, the overall design theme, and colours. We recommend that the material selection and colour palette will be unique to Uptown. For example, Uptown is not a 'historic' district, and we do not want historic light fixtures or cobblestones. Similarly, the improvements made on 12th Street and East Columbia are extremely generic and lack any character, which is also disappointing, and would not be appropriate for Uptown. We believe the materials for Uptown should be modern and contemporary. Colours should be bright, to compliment a vibrant retail landscape.

Funding and Project Phasing

Lastly, but probably the most important concern for us, is our concern about the funding of the project. In earlier communications, it was explained that this project would be largely funded by private developments as they occur. We do not believe that that is a practical approach.

Firstly, the City does not control the timing of these private developments. Development cycles are depended on economic conditions. In addition, many development sites are split ownership and need to be assembled, and it could be decades before certain sites are ready for development.

Secondly, this is a very significant change in the public realm and a complete realignment of curbs and traffic lanes. This does not work on piecemeal or “block by block” basis.

Funding needs to be put in place for the entire project, and the project needs to be carried out in one phase. Otherwise, we end up with a hodge podge of sidewalk and traffic lanes for many years to come. Also, doing this in multiple phases increases the construction costs unnecessarily, and adds additional disruption to businesses, traffic, transit, and pedestrians.

In this regard, we wish to remind that you that the City had previously committed to improving the public realm in Uptown. Around 2012, the City replaced the water mains and separated the sewers, digging up most of Sixth Street. It only restored the asphalt roadway. It had \$3 to \$4 million set aside under that project for sidewalk improvements, which would be similar to the then newly completed sidewalk improvements along 12th Street in the West End, and on East Columbia in Sapperton. Despite our urging, the City never followed through on its promises, and the sidewalks in Uptown were allowed to deteriorate to the desperate state that they are in now.

We have been patiently waiting for 8 years, and we strongly believe that it is Uptown’s turn to get new sidewalks and public realm improvements. This is even more the case as Uptown’s commercial properties, at quadruple the residential tax rates, contribute very significantly to the City’s property tax revenues. The proposed sidewalk improvements need to be fully funded and carried out in one phase as was done on 12th Street and East Columbia Street several years ago.

Thank you for the opportunity to review the materials and to provide this feedback.

We reiterate that we are generally supportive of the improvements, and excited to work with the City on developing this vision and on implementing the program.

Sincerely yours,

Uptown Business Association of New Westminster



Force of Nature input on New Westminster Uptown Streetscape Vision

Dear Stephen Blore and Erica Tiffany,

We are writing to provide input on the New Westminster Uptown Streetscape Vision. As a climate group we've been active in supporting the city's emergency climate declaration and have been promoting a fulsome implementation of the city's Seven Bold Moves. In particular, we have strongly focused on Move 2 (Car Light Community) and Move 7 (People Centred Public Realm). We are glad to see that these priorities inform the Uptown Streetscape Vision.

Cars As Guests

In looking over the principles that guide the New Westminster Uptown Streetscape Vision, we're particularly interested in principle three and how those are being applied. We note that this principle indicates that "cars are to be treated as guests." This rhetoric recalls locales such as Groningen and other Dutch and European cities. However, in many of those cases the measures taken are bolder – and broader - than what is being offered in this document. Both pedestrians and cyclists require robust transportation networks to connect to in order to support streets that deprioritize cars.

Principle three goes so far as to suggest that private cars will only be allowed to "convey people with disabilities and seniors." This is a very laudable goal and is in line with the vision of car light communities Force of Nature has been advocating. However, there doesn't seem to be a robust implementation of this principle in the more detailed sections of the Streetscape Vision nor any obvious way to enforce such a restriction. Will police or bylaw officers be pulling over drivers to determine if they are disabled or elderly enough to warrant travel by car? Such a scheme seems difficult to enforce.

A People Centred Public Realm

We also note that flex lanes are an interesting feature that could help transform the public realm by providing real space for people or they could support a "business as usual" approach that has them primarily supporting cars. While understanding that flex spaces have value by nature of their flexibility, we would appreciate clarity in how such spaces can be made to prioritize a car light community rather

than cars themselves. In particular, a focus on these flex spaces during future specific public consultations would be valuable.

Expanded opportunities for business use of parklets and boulevards, as well as POPS, are undoubtedly a factor in ensuring the success of a car light community. That being said, we are concerned about the balance of these spaces between those oriented towards commercial activity and those purely public available for use at no cost. A space that requires spending money to enjoy is inherently exclusionary for some; for a truly people centered public realm a balance must be struck that ensures all people have the opportunity to enjoy our community. Additional clarification on how this balance will be achieved and how specific allocations will be made would be appreciated.

When the city's Seven Bold Steps were announced we were quite heartened that they included a 10% reallocation of road space to active transport and the public realm. This streetscaping vision is certainly a step in that direction, but we remain concerned that this reallocation may be done in such a way that the co-benefits we are most excited for do not materialize. We are also concerned about how the city itself understands that 10% reallocation commitment, particularly in regards to the flex spaces. We note that the area covered by this streetscaping vision only includes a small portion of New Westminster. Will other areas see larger reclamations of public space, such as Columbia St., or is this template for the city's "Great Streets" meant to do most of the work in achieving that goal?

Room For More

As noted above, effective cycling lanes must link into wider networks for them to be truly useful. Only a minority of the blocks outlined in this streetscaping vision actually establish dedicated bike lanes.

Dedicated bike lanes that make people feel safe are a priority when talking about effectively promoting mode shift; painted bike lanes - as they exist in the Netherlands for instance - create an effective sense of "arriving at a place." Extending painted bike lanes throughout the designated area would be preferable and set a precedent for our other Great Streets.

Principle six - urban forestry and green infrastructure - is also a priority for us. We note, however, that this principle could be better expressed in the specifics of the plan. Creating rain gardens, choosing flora while utilizing a biodiversity lens, as well as the potential for re-wilding efforts would all be appreciated. In particular, Belmont street is essentially already a half street park and, as a way of showing commitment to this vision, the city should seriously consider turning it into a full street park as a demonstration of its commitment to the kind of bold action necessary.

Conclusion

This vision incorporates many opportunities for the public to relax, interact and enjoy the public realm; indeed this is fundamental to the plan's success, however the vision for the public realm is likely to not succeed unless vehicle traffic is reduced dramatically. While we have high hopes that this will be the case, we feel that the vision is not yet sufficiently clear in terms of flex lane use, the number and nature of parklets being added, and how effectively it will reduce traffic in the immediate area and surrounding city.

If this vision is to incrementally move to a car-light environment then it may be sufficient, however it does not seem to be as bold a move on climate as many of us hoped for. It remains our conviction that Columbia Street would make both a more vibrant and transformative Car Free street.

With this plan being put forward in support of the Seven Bold Moves, and with the Seven Bold Moves being meant to fulfill the city's obligation under its climate emergency resolution, we note that rapid implementation of principle three is essential in making an impact on emissions consistent with the reality of the climate emergency. Force of Nature remains steadfast in its support of boldly reimagining streets in light of the climate crisis. We urge the City of New Westminster to live up to the boldness of its vision in each and every step it takes, including this streetscaping plan in both its particularity to uptown and as a blueprint for the transformation of New Westminster's other Great Streets.

Thank you for your time and consideration. We look forward to any additional opportunities to consult as this vision moves closer to its realization.

Respectfully,

Force of Nature New Westminster
www.forceofnaturealliance.ca
organizer@forceofnaturealliance.ca

4. Internal Stakeholder Responses

Key internal stakeholders provided email responses during June 18 and June 22, which have been summarized below:

- Be considerate of the electrical infrastructure in relation to new development, tree placement (obscuring lighting, uncontrolled tree roots on underground utilities), bus stops and street lights.
- Stronger language should be provided around Sustainability and Resilience with respect to Integrated Stormwater Management and Green Infrastructure. This needs to be integrated at an early design stage to ensure that it is not lost.
- Street trees and landscape should also reinforce the unique character and experience of the street
- Assess the vehicle access and traffic diversions so that the recommended Vision aligns with the goals of the Master Transportation Plan
- Provide language around how electric vehicle charging and ridehailing will be supported in the Uptown.
- Provide more language and clarity around implementation, alignment with the Official Community Plan (and respective DPA Guidelines) and funding sources for recommended measures factoring in development constraints.
- Acknowledge the impacts that the proposed setbacks have on the viability of development, and explore other creative solutions to realize this space.
- Acknowledge that the Zoning Bylaw has an existing 2.03m building line extending along 6th Street.
- Would like to create opportunities within the public realm for integrated public art to celebrate the uniqueness of the Uptown.
- Ensure that public spaces are distributed equitably through the Uptown – including side streets, laneways and pocket parks.
- Incorporate the neighbourhood character of Queens Park & Brow of the Hill along 5th Avenue
- Would like to see how the typologies and principles are being addressed in specific areas: which principles are addressed, how are the addressed, why are certain measures proposed in certain areas.
- Would like to see weather protection protect the sidewalk from the elements.
- Would like to see the core block of 6th Street become special, given its prominence in the heart of the Uptown.
- Need to ensure that turn lanes are not negatively impacted at intersection through realizing the Vision. They still play an integral role in moving people and goods.

a. Sustainable Transportation Task Force (June 15, 2020)

The *Sustainable Transportation Task Force* (STTF) was consulted on June 15, 2020, with feedback being:

- Generally supportive of the Big Ideas and public realm typologies proposed
- Consider reframing the language around implementation so that we are more open-minded about how the Vision could become a reality
 - Be proactive about advancing the key measures within the Vision, rather than waiting for development to occur (specifically the connection between 6th Street and 5th Street adjacent to the NWSS)
- Consider whether the City should kick-start the Vision by implementing a number of micro-projects.
- Consider the potential conflicts between modes on the sidewalks when advancing the Vision
- Would like to have more technical information about in-lane bus boarding and pedestrian scrambles to get a better understanding of the opportunities and challenges of each.
- Would like to see whether certain intersections could be raised to increase the prominence of pedestrians in the Uptown, notably 6th St./ 6th Ave and Belmont St/6th St.
- Preference is to close a portion of Belmont Street to vehicles to create a vibrant public gathering space, rather than a half-street park that has been proposed. However, the City should still consider the on-street needs of the adjacent residents and businesses for their functionality.
- Consider opportunities for shared distribution of space gained through road reallocation for businesses in addition to pedestrian and landscaping.