

Design Brief: Fairfield Design Workshop July 26

1. PURPOSE, SCOPE AND STARTING POINTS

Workshop Purpose

The purpose of the design workshop is test, build on, and develop or revise strategies for the Proposed Policies and Improvements for Cook Street Village which will inform the Fairfield eighbourhood Plan. The outcome will include design and policy considerations. This charrette will explore key issues related to land use and urban design, and develop draft concepts to guide growth and public realm improvements in four key locations:

Workshop Scope and Starting Points

The scope of the workshop includes:

- Design guidelines for new private development, including frontages along Cook Street and side streets, and transition to the surround neighbourhood
- Principles, concepts, or options for design of the public space from building face to building face, including the roadway, sidewalk, and boulevard
- Concepts for gathering space(s)
- Principles for street furniture, public art, etc.
- Consideration of tree health with regard to underground considerations
- Connectivity to surrounding neighbourhood, Vancouver Street and Beacon Hill Park
- Exploration of parking management strategies (but will require further study and consultation)

The scope may include:

- Village boundary (merchants association needs to be consulted)

The scope does not include:

- Reconsideration of general building height (4 storeys/13.5m)
- Changing future land use (urban place) designations
- Changes to the City's transportation network including road classifications and bicycle and pedestrian network

Workshop Outcomes

- Refining Design Guidelines for Cook Street Village
- Proposal of parametres to inform model zoning for this area (ex: setbacks)
- Related policies for private development
- Concept or concepts for the building face to building face, and curb-to-curb space within Cook Street Village
- Concept for (a) gathering place (s)
- Principle, concepts and ideas for street furnishings
- Suggestions for policies which support business vitality, tree health, and other goals identified in this document

Key Directions Endorsed by Council

These key directions align with the content of the draft plan.

Emerging Plan Directions: Urban Villages

Urban Village Goals	<ol style="list-style-type: none">1. Retain and strengthen neighbourhood-serving businesses2. Improve the walkability, bikeability and public realm in urban villages3. Encourage design that fits in with the neighbourhood character4. Establish high quality, vibrant public spaces for gathering as part of urban villages
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1. Cook Street Village Area



Guiding Principles

1. Protect and renew the beautiful street tree canopy
2. Create gateways that signal the entrance to Cook Street Village
3. Widen sidewalks and create better spaces for pedestrians in Cook Street Village
4. Support and strengthen village businesses as the village changes
5. Maintain the sunny and open feeling of the streets
6. Encourage new nearby housing and residents to add customers for village businesses
7. Keep the diverse, unique feel of the village
8. Create a new public gathering place in Cook Street Village
9. Encourage patios, display areas, seating and other semi-private space in front of businesses
10. Slow down traffic through the village
11. Improve bike facilities and bike parking in Cook St Village. Find design solutions that work for businesses.
12. Find on-street parking solutions that work better for residents and businesses
13. Design streets and sidewalks through the village to be used for special events
14. Improve the condition of the boulevards through the village
15. Improve village transit service

Proposed Policies and Guidelines for Cook Street Village

Developed by Cook Street Village Steering Committee¹. Note numbers in brackets show which of the Cook Street Village Guiding Principles the statement is linked to.

1. (5)(1) **Goals: Protect street canopy; maintain sunny and open feeling.**
Strategy: Delete any references to “street walls”; our trees provide the walls and enclosure we need. All measures should be taken to protect the boulevard tree canopy and root structure, including providing a minimum clearance of 2 metres between the tree canopy and building facades.
2. (11)(10) **Goal: A complete street focus for the Village to provide a slower, safer environment for all users.**
Strategy: With Vancouver Street, one block west of the village, determined as the primary AAA north-south cycling corridor, delete references to bike lanes in the Village and focus on creating a complete street that provides a safe and slow welcoming environment for AAA cyclists, pedestrians, and those with wheelchairs, scooters and or other mobility issues and concerns coming to and passing through the village. Provide additional external parking for bikes.
3. (5) **Goal: Maintain the sunny and open feeling of the streets.**
Strategy: Where all or part of a building is in the Village, the maximum number of inhabitable stories shall be four, the maximum height shall be 13.5 metres and the maximum density shall be 2.1 FSR.
4. (9) **Goal: Encourage patios, display areas, seating and other semi-private display areas in front of businesses.**
Strategy: Minimum setbacks on Cook Street shall be 3 metres or 2 metres plus a 1 metre recess; minimum frontage setbacks on abutting streets shall be five metres. The setback allowance on Cook recognizes the constraint on sidewalk width created by the need to protect tree root structure, and will add texture and variety to the commercial street-face.
5. (5) **Goal: Maintain the sunny and open feeling of the streets.**
Strategy: All or part of a building in the Village that faces the street shall have minimum setbacks of 3 metres at the third and fourth stories; upper storey balconies shall not project into the setback area.
6. (7) **Goal: Keep the unique, diverse feeling of the Village.**
Strategy: All development shall reflect the existing form, fit and eclectic character of the village, using only traditional materials and subtle colouring.
7. (7) **Goal: Keep the unique, diverse feeling of the Village.**
Strategy: Horizontal massing along the street frontage shall be broken up to significantly vary appearances and create modulated, transparent storefronts. Where frontage extends 20 metres or more, consideration should be given to pedestrian passageways between buildings.
8. (4)(7)(11)(14)(13) **Goals: Support and strengthen locally-owned Village businesses; design street and sidewalks to be used for special events.**
Strategy: New retail spaces should be built and designed to accommodate small locally owned businesses. Similarly, the public space shall be designed to facilitate the accommodation of booths and other temporary retailers from time to time.
9. **Goal: To ensure there are minimal level of practical environmental standards for building that may be a part of our village and community for the next 75 to 100 years.**

Strategy: New developments shall be built to achieve at least a LEED Gold equivalent rating.

10. (3) Goal: Widen sidewalks and create better spaces for pedestrians in the Village.

Strategy: Properties being rezoned along Cook Street shall contribute 0.6 metres to the City as a public amenity. All new sidewalks to be a minimum of 3 metres (5 meters where possible) and made with standard poured concrete to clearly distinguish and separate private property and public realm.

11. (4)(11)(12) Goal: Find parking solutions that work better for residents, motorists and cyclists.

Strategy: There should be no loss of on-street parking. A joint City-merchants-residents study should explore innovative ways to increase parking availability, including both public and commercial spaces; e.g. allowing short-term non-resident parking on the first block of selected side streets leading into Cook Street.

12. (10)(4)(11) Goal: Slow down traffic through the Village.

Strategy: Cook Street should be “safe and slow” through the Village, with extra width crosswalks, but without islands and raised crosswalks that concern public agencies (fire, ambulance, transit) and the businesses community. Speed boards at Oscar and May would help to enforce the fact that the Village is a special traffic area.

13. (4)(11) Goal: Support and strengthen Village businesses as the Village changes.

Strategy: The centre lane through the Village will be retained for now. Any future changes to the centre lane should not take place till there is a consensus between the Business Association, other community representatives and the city.

14. (14)(4)(8)(2)(10) Goal: Improve the streetscape to offer all users more opportunities to enjoy the Village experience.

Strategy: Resources should be allocated to beautify the public realm with pavers, street lighting, seating and other features, as well as entry features to clearly distinguish the entrances to the Village. Street furniture could be designed to allow multiple uses.

15. (8)(14)(4) Goal: Create new opportunities for public gatherings in the Village.

Strategy: Work with the city not only to identify public gathering space or spaces that could be available full-time or during community events, but also to identify and implement the resources needed to make such locations a reality; e.g. permanent bollards that could be raised or lowered to temporarily close off an adjoining section of a side street.

The list of policies was developed and is supported by:

- aligning with the Community Design Principles in the LAP and CSV Guidelines
- reviewing several years of previous community engagement materials
- reviewing materials derived from facilitated session and walks with CSV Resident Network
- reviewing the draft LAP feedback, edits and facilitated session materials
- reviewing materials from many city policies and related documents
- reviewing materials from the LAP Working Group
- reviewing materials from Mayor and Council and City Staff
- reviewing materials from the previous CSV design workshop
- consulting with the City Staff and the LAP Working Group
- consulting with the Cook Street Village LAP Steering Committee
- consulting with Cook Street Village Business Association (CSVBA)
- consulting with a representative from the FGCA
- consulting with the CSV Resident Network members and Steering Committee
- consulting with the Manager of Operations of BC transit, the Deputy Fire Chief, and the Supervisor of Transportation and Operations with the City of Victoria

2. PROCESS AND DESIGN WORKSHOP STRUCTURE

Workshop Participants

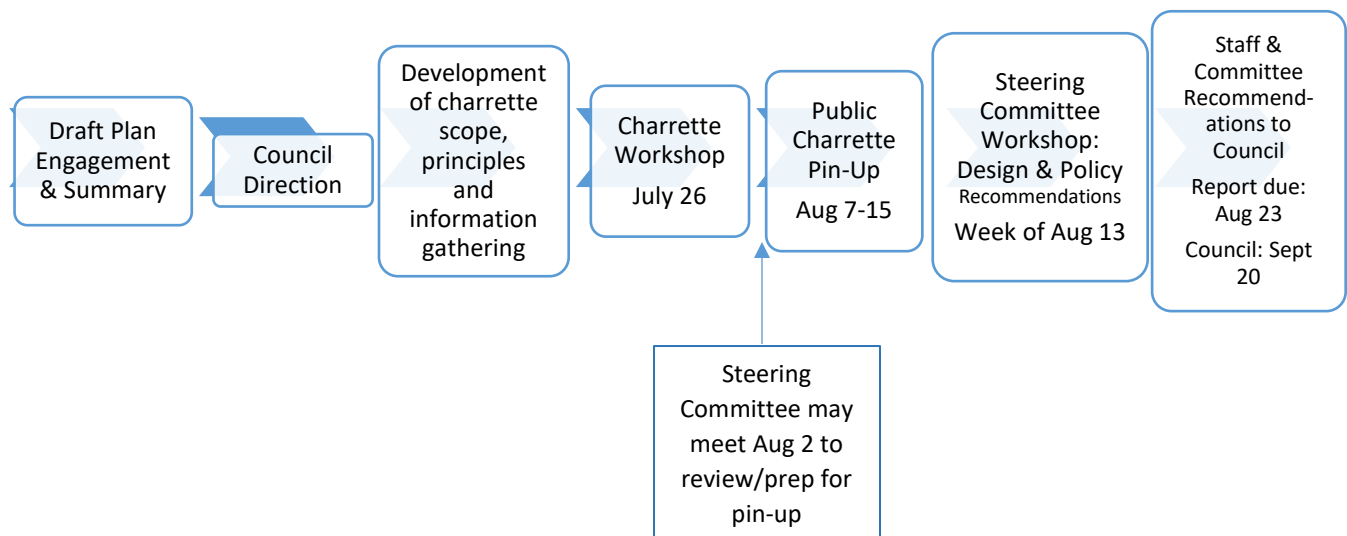
The key participants in the charrette workshop are the Cook Street Village steering committee (Fairfield and Gonzales), with invitations for additional participants from the business community, Youth Council and young people, renters, Disabilities Advisory Board, and Active Transportation Advisory Committee. City staff from planning, transportation, and parks will be assisted by landscape architecture and architecture professionals to support the workshop.

Public Pin-Up and Review

The workshop will be followed in August by a 10-day public pin-up during which time broad input on the concept(s) will be sought. Following this pin-up, the steering committee will come back together to review what was heard from the broader public and formulate policy and design recommendations on behalf of the committee.

Public Input and Participant Roles

The steering committee has not been charged with making exclusive decisions, but rather with designing and carrying out an engagement process. It is important to recognize that throughout the process, the charrette participants and Steering committee are charged with honouring the public input received previously. Extensive engagement was carried out for the draft plan (see Appendix A), and the public pin-up and review should be a central consideration in formulating recommendations. The steering committee recognizes that there will not be unanimity amongst the public and that this process is a chance to revise objectives and implementation strategies.



What is a Design Workshop?

Also called a 'charrette', the design workshop will be an intensive, collaborative design process that brings together professionals, community members, stakeholders and local government to develop innovative solutions for complex issues. The design workshop is a compressed and structured process. A key benefit to this approach is that it includes collaboration between subject matter experts, local residents, businesses, and other key stakeholders with an intimate knowledge and understanding of the issues and the community. Therefore the goal of the workshop is to develop solutions that are practical and that meet the community's established objectives and vision.



3. POLICY CONTEXT

Council-Endorsed Land Use and Urban Form Policies

- Cook Street Village: Mixed-use Buildings up to 13.5 metres and 4 storeys are considered
- Boundaries of the Village have been identified from Park Boulevard/Chapman Street to Oscar Street
- Areas directly to the east and west remain a mix of Traditional and Urban Residential designations consistent with current OCP
- Urban Residential areas east and west of Cook Street Village: Residential buildings up to 13.5 metres and 4 storeys, up to approx. 2.0 floor space ratio; excepting block bounded by Oscar Street, Chester Ave., and McKenzie Street, where higher-density townhouses are preferred to apartment buildings.
- Traditional residential areas east and west of Cook Street Village (Heywood to Linden): Consider a variety of infill housing forms up to 3 storeys and 1.0 floor space ratio (including townhouses, houseplexes, and laneway housing).
- Urban Residential areas north of Cook Street Village: Consider development up to 6 storeys and 2.2 floor space ratio, with strong provisions for rental retention or replacement. Consider commercial at grade at the corners of Fairfield and Cook Street.
- Urban Residential areas south of Cook Street Village: Development up to 1.2 floor space ratio and 3 storeys, except where current context exceeds this



Map 1: Land Use – Cook Street Village and surrounding area

Existing Transportation and Mobility Policies

- Cook street from Southgate Street to Dallas Road is classified as a secondary arterial and is characterized by its broad lateral boulevards with mature trees and wide sidewalks
- Both Cook and Vancouver Streets are identified as All Ages and Abilities routes; Vancouver street investments have been prioritized for 2018/2019
- The current condition of the Cook Street village streetscape is highly accommodating for pedestrians and motorists although is limited in accommodating the needs of goods delivery and cyclists
- Cook Street village has one of the widest road right of ways through an urban village in the city providing many opportunities to safely and tastefully accommodate all road user needs and streetscape elements
- As a conceptual framework for transportation planning, the OCP mobility hierarchy prioritizes the needs of pedestrians, cyclist and transit users over commercial vehicles and single occupancy vehicles

Transit Network



Active Transportation Network



4. AGENDA

July 26 Charrette Workshop

8:00 – 10:00 am: Setting direction (Workshop participants + design team)

- confirm charrette directions and desired outcomes
- what we've heard to date
- inputs from health and wellness walk
- walk

10:00 – 12:30: Develop/illustrate design strategies (Workshop participants + design team)

- Theme 1: Pedestrian Realm / Building Interface / Livability
- Theme 2: Safe and comfortable movement for all users

12:30 – 1:00: Lunch Break

1:00 – 3:30: Develop/illustrate design strategies (Workshop participants + design team)

- Theme 3: Village Heart(s)
- Theme 4: Program / Business Vitality

3:30 – 5:00: concept refinement, prepare for pin up (Design team + staff)

5:00 --6:00: End of day pin up (Workshop participants + design team)

- Direction for refinement prior to public pin up

July 27 – Aug 2

Post Charrette Refinement

Aug 2: Meeting with Steering Committee if required (probably not required)

Aug 8 – Aug 12 (TBC)

Public Pin-up

Week of August 13

Steering Committee Workshop: Policy and Design Recommendations

September 20

Council consideration of Steering Committee and staff recommendations

Appendix A: Considerations for Health, Wellness and Accessibility in Cook St. Village

Purpose: To provide key considerations for the conceptual streetscape design of Cook Street Village to support its evolution as a safer and more welcoming place for people of all ages and abilities.

Goal 1: Make it easier to navigate to and through the village

Strategies:

- Improve lighting at crosswalks, on the street and at the pedestrian scale
- Consider controlled crosswalks instead of just marked crosswalks
- Ensure sidewalk consistency through continuity of materials/texture, management of elevation, width and demarcation of walking areas (different texture, tactile domes)
- Delineate the entrance to the village to encourage reductions in traffic speeds
- Add community boards, street name signs and wayfinding to destinations
- Add visual cues for cyclists (painted areas rather than hard surfaces)
- Add electric scooter/mobility device parking
- Add more bike parking (incl non-standard bikes); improve locations (not obstructed by or obstructing features)
- Improve transit stops including accessible and protected shelters and locating on level ground
- Provide space for accessible parking stalls, drop-off zones and designated commercial loading areas
- Pave or re-purpose areas that have become cut-thru paths
- Consider roll-over curbs; avoid bulb-outs (hazard for cyclists)
- Consider locations for publication boxes (not in the way; causing a barrier)
- Address safety for cyclists on right hand lane that turns onto Southgate (forces cyclists into path of cars)

Goal 2: Improve safety and comfort in the village

Strategies:

- Use consistent textures, smooth surfaces for sidewalks
- Use texture to demarcate different areas
- Use natural, fine-grained materials for buildings and street furniture
- Maintain the tree canopy but ensure good management of leaves and encourage open areas to reduce a sense of claustrophobia
- Where possible, keep crossings of Cook St short (use islands or curb bulbs to reduce the length)
- Replace grassy areas with xeriscaping, rain gardens, stamped pavement
- Choose allergen-free landscaping
- Add water fountain/bottle refill/handwash stations

Goal 3: Encourage gathering by people of all ages and abilities

Strategies:

- Add more boulevard parklets designed for people with specific needs:
 - Quiet locations
 - Wheelchair accessible
 - Allergen free: food, dogs, landscaping
 - Child-focused: playable art, protected from the street
- Add public art such as murals and graffiti walls
- Add colour in landscaping, street furniture, lighting (bollards, walkways), considering seasonality
- New patios should have wide entrances, interact with the street and offer comfortable seating (encourage inclusion of comfortable seating facing out for the public)
- Establish spaces that can be converted into temporary plazas
- Consider treatments for spaces where there is no parking, especially opposite side streets at T-intersections
- Consider tie-ups for dogs

Appendix B: Contextual Information

Population and Housing

Within a 5-min walk (200m) of the village, in 2016 there were:

- 2,737 people
- 1,882 dwellings, of which 1,752 are occupied

Journey to Work Mode Share (for Fairfield):

- Drive: 45%
- Walk: 30%
- Bicycle: 15%
- Transit: 13%

Cook Street Traffic Volumes and Speed

- 7,000 – 8,000 average cars per day
- Variable by day, season and time of day
- Speed of 45-50 kph (85 percentile speed)
- Limited data for side streets
- Bicycle and pedestrian counts, as available, TBC

Collision History, 2011-2016 (ICBC)

Cook @ Southgate: 0

Cook @ Oscar: 1

Cook @ Pandergast: 0

Cook @ McKenzie: 2

Cook @ Sutlej: 0

Cook @ Oxford: 2

Cook @ Oliphant: 0

Cook @ Chapman: 0

Cook @ Park: 1

Transit Data – Average Fall Day, 2016

Stop ID	LOCATION	ON	OFF	TOTAL – 24 hours
100113	Northbound_COOK_NS_SOUTHGATE	66	16	82
100117	Southbound_COOK_FS_OXFORD	13	49	62
100102	Southbound_COOK_NS_OSCAR	7	48	55
100120	Northbound_COOK_NS_SUTLEJ	82	18	100
100100	NB_COOK_FS_FAIRFIELD	12	8	20
100095	SB_COOK_NS_FAIRFIELD	2	13	14

Note Frequent Transit Route on Fairfield Road to Downtown, UVic

Infrastructure Conditions

The City of Victoria has 100 year (and older!) water-mains and sewer pipes along Cook Street that are past their life cycle. *Residents and business owners can expect a higher level of underground infrastructure renewal activity over the next decade.* These projects are likely to have disruptions to the streetscape including changes to traffic patterns, temporary lane closures and on-street parking removal as well as potential pedestrian detours.

These are examples of projects that will likely happen over the next five years:

- Replacement of sewer mains from Richardson to Southgate,
- Installation of new sanitary main along Humboldt, Pakington, Cook to Southgate
- Replacement of watermains from Southgate to Dallas
- Replacement of stormdrains from Sutelj to Oliphant.

In the next decade, there will also be replacements of sewer mains and storm drains:

- Pendergast to Sutelj
- Park Blvd to Woodstock
- May to Leonard

Cook Street Village is ready for a complete re-paving. This work could be done once a streetscape plan has been developed and approved and in coordination with some of the works listed above.

Sidewalk quality in the Village will be reviewed as a part of the City-wide sidewalk condition assessment update work that is taking place in 2018.

[Irrigation and power infrastructure for pedestrian lighting is considered feasible.](#)

Utility impacts on tree pruning and placement

- BC Hydro's standard requires 3 metres of branch clearance from the primary lines (12,500 volts). They are on a three year pruning cycle.
- The building needs clearance so that they do not damage the building
- Branches cannot allow access to or from egress from the balcony

Parking Management



On-street spaces:

Time Limited on Cook Street:

~49 (25 west side, 24 east side)

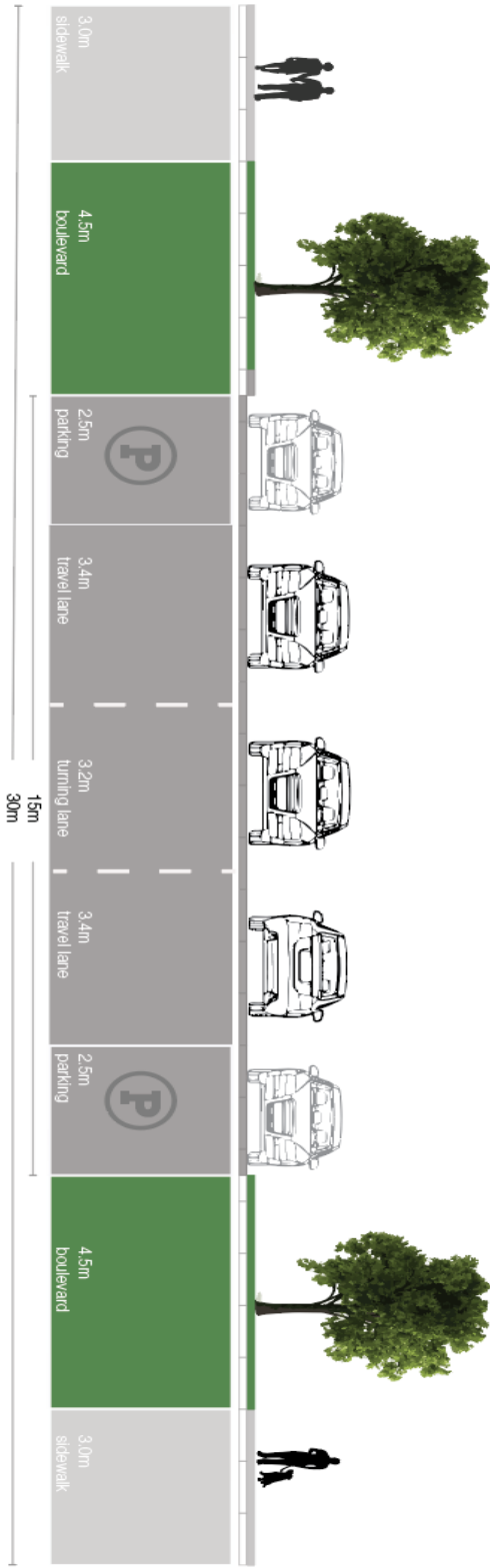
Time Limited within a short walk:

~97

Residential Only Parking spaces:

TBD

Private surface parking spaces on Cook Street available to customers: 191



COOK STREET VILLAGE
 Existing Conditions
 7000 - 8000 vpd | 45-50 km/hr 85th
 30m ROW
 15m roadway with parking on both sides except where bulbouts exist at intersections or pedestrian crossings

Typical Cross Section
 (does not apply at intersection or crosswalk "bulb-outs")

Appendix C: What we Heard

In winter 2017-2018, over 700 people responded to a survey on the draft plan, which itself had been created based on extensive engagement. Comments were summarized and have been organized by topic below.

High Level Summary

Support for the overall vision for Cook Street Village was 66% in the survey and 73% at the open houses. Key initiatives for the village ranged in support from 67% to 83% in the survey (with slightly higher levels of support at the open houses). The highest support was for new design guidelines to ensure good quality design of buildings, streets and public areas (83% support). The lowest level of support was to support small apartment buildings west of the village: 67% in the survey and 63% at the open houses.

Many people commented that four stories is an appropriate height for Cook Street Village and the area to the west of the village, while some felt it is too high and others felt it is not high enough. There was a mix of comments about the appropriateness of encouraging different housing types east of the village. Loss of parking, opposition to bike lanes in the village and protection of trees was also frequently cited.

Detailed Synthesis of Input by Topic

Urban Design:

- Sunlight: Concern for access to sunlight on public spaces. Various comments include having a step-back above the second (or first) floor, limiting height, or having greater step-backs.
- Step-backs: Some would like to see greater step-backs for upper floors; the Cook Street Village Residents' Network suggests 3 metres.
- Setbacks: Some would like to see greater setbacks than the 1m proposed in the plan, or would like the guidelines to require variation in set-backs. Others believe that greater setbacks are not business-friendly
- Streetwall: Some would like a lower streetwall (2 or even 1 storey). Others would like to see guidelines require variation in street wall heights to avoid uniformity. Some would like to emphasize openness, sunlight access or variation of existing building pattern rather than a "sense of enclosure"
- Tree size/health: Concern for the impacts of underground parking and construction on the health and size of street trees/replacement street trees. Suggestion for underground parking setback.
- Architectural elements: Comments desiring more guidelines for architectural elements (canopies, variety of windows).
- Views: Concern to maintain mountain views for current residents; maintain view of sky
- Eclectic character: Concerns include: "Keep the eclectic, unique feel of the village" is most important statement in this section / character of the village; fit historical, hip vibe, not glass and concrete; keep unique / don't be too prescriptive, keep organic / make new buildings pleasant to be around, recent development is ugly. Concern this goal is not incorporated into guidelines.
- Clarity: Concern that guidelines be clear, not negotiated, that language in plan is not strong enough
- Gathering spaces: Support for common gathering spaces, roof top gardens; concern for privacy of neighbours
- Unique pattern: Concern the guidelines do not capture the unique pattern of the village – "no mention of the deflections of Cook Street at Oscar and at May, or of the offset side streets and streethead views these create, or of the variety of lot sizes and shapes ... buildings sizes and styles, or of the fact that the village has an established historical character even though it has no heritage designated buildings."

Height:

- A range of preferences on permitted building height ranging from 2 to 6 storeys, with some comments favouring flexibility

Housing:

- Concern about net loss of rental units (31 fewer rental units between 2016 – 2017 per CMHC). Suggestion for policy of no net loss of rental units for Cook Street Village area

Business vitality:

There were a number of comments regarding business vitality. These comments included:

- Concern from both residents and businesses that the Plan does not recognize Cook Street Village businesses are not “local serving” but rather locally owned businesses supported by the greater Victoria area / that Cook Street Village is a destination.
- Concern that new businesses in the village will not support everyday needs for local residents (e.g. affordable groceries; pharmacy; hardware; bank), but will gentrify neighbourhood (e.g. “higher-end” “boutiques”, potential loss of grocery store or pharmacy). Concern that without providing for local needs, village will not really be “walkable”. Concern to maintain/enhance offering of grocery shopping
- Formal submission from Merchant’s Association supporting additional residential density and additional commercial space as strategies to support the vitality of Cook Street Village businesses.
- Some support additional commercial space, more businesses and vitality. Others believe commercial space should be limited and the current village protected
- Concern that part of the appeal of Cook Street Village as a destination is surrounding heritage character/houses, connections to Beacon Hill Park and pleasant walk to downtown.
- Concern to maintain on-street parking, establish a parking management plan.
- Suggestion for stronger policies requiring new buildings to contain a variety of commercial unit sizes which support local businesses.
- Concern to maintain locally owned businesses.
- Concern about rising commercial rents.
- Concern to see the community and vitality principles written in more general terms, and to add policies to make Cook Street a complete street supporting all modes; and to make the village a Green Urban Village.

Streetscape:

- Traffic: Concern that traffic is too fast in the village which impacts both safety and noise levels; desire to make village “sticky” (suggestions include through more crosswalks, narrower lanes; corner bulb-outs; removing centre turn lane) to slow traffic.
- Parking: Desire to develop a parking strategy. Many support “no net loss of on-street parking.” Others support “no net increase of on-street parking.” / Concern that sidewalk can’t be widened if parking is retained / Consider car access for seniors, those who drive / many businesses rely on many customers coming by car / Consider delivery vehicles / suggestion to allow use of sidestreets for business parking / concern that added housing on sidestreets will conflict with business parking / all on-street parking should be paid / private parking should be free
- Timing: The CSVBA would like to see Council address how the AAA plans to service Cook St Village now, not in two years when it will be implemented. The small businesses in the village are in expensive leases, many will be re-negotiating, and they are held financially accountable to the length of these leases. The small business community is feeling very vulnerable.
- Shared Street: Desire to strengthen policies to explore a shared travel area (some mention similarity to Government Street) to slow traffic, maintain parking and accommodate different modes. This idea suggested by both CSVRN and CSVBA.
- Street Furniture: Desire for a variety of street enhancement (benches, tables, bike racks, planters).
- Lighting: Add pedestrian friendly lighting / (downcast, low, non-polluting)
- Public Art: Incorporate art, whimsy (e.g. in street furniture) / Desire for public art
- Culture: Desire to recognize Lekwungen history through design or interpretation.

- Accessibility: Concern that streetscape design and materials be accessible to people with mobility limitations; avoid materials like cobblestones; concern that bicycle lanes adjacent to on-street parking make exiting a car difficult for those with limited mobility.
- Boulevards: Concern for reducing mud in the wet season while maintaining permeability / identify best practice boulevards in front of Oxford Foods
- Vendors: Suggestion for space to allow business carts
- Street Trees: Desire to maintain large trees / one suggestion to consider trees that aren't as messy as horse chestnut
- Dog "Parking" Area: Concern that because many people like to walk their dogs to/through the village, they then enter storeys and this can cause problems for people with allergies. Also desire doggy bag dispensers and receptacles.

Traffic and Safety:

- Concerns regarding traffic and safety on Cook Street at Fairfield Road, Collinson Street, and Dallas Road
- Concerns about possible increase in traffic along Heyward, Vancouver, and E-W streets west of the Village, especially if traffic is slowed on Cook Street
- Desire to reduce speed on Cook Street through the village
- Concerns about bicycle safety on Vancouver Street and Cook Street
- Concern about crossing safety in the village

Public transit:

- Desire for enhanced transit service (frequent transit currently travels via Fairfield, with local transit through Cook Street village.)

Parking (on-street):

- Desire to retain on-street parking to support customers/businesses
- Suggestion to widen curbs on Oxford, MaKenzie and Oscar Streets to accommodate on-street parking on both sides (note current curb-to-curb width is approx. 7.3m (24')

Parking Requirements (Private Development):

- Some concerned that new development will not have parking, or will not have sufficient parking.
- Others believe that parking standards should be reduced within the village to encourage less automobile use; that parking standards are not consistent with neighbourhood's vision for the future (CSVN) given that 55% of residents walk, bike or take transit to work.
- Suggestion that plan identify a transition to less automobile use over 25 years.
- Request for data on the number of vehicles, mode shares, # parking spaces, and estimated population in Fairfield today and in 25 years (to inform parking discussion)?

Gathering spaces:

- While survey results show strong support for public spaces (in line with earlier feedback), some commenters see the spaces as unnecessary and feel that a well-designed streetscape together with businesses and patio seating comprise the gathering space. (Some specific comments that plaza spaces are not needed if streetscape is designed well and businesses are attractive; that the park is nearby; that spaces will be difficult to finance or take tax dollars to upkeep).
- Some would like to see the street designed to be closed during events (either in addition to or instead of a plaza space)
- Suggestion to close one sidestreet where it meets the west side of Cook Street (to limit cut-through traffic/potential for plaza)

Active Transportation:

- Desire for a complete street that is safe for all users
- Some opposed to bicycle lanes on Cook Street, esp. if it means reducing parking or the centre turn lane
- Numerous comments re: a preference for bicycle facilities on Vancouver Street or on Cook Street
- General support for an east-west connection through Beacon Hill Park, with desire for more specificity of route between Cook Street and the park. One comment in opposition to accommodating more bicycle traffic in the park.

Community Space:

- Some would like to see more community space. This includes enhanced activities at drop-in centre; arts activities; need for flexible work spaces; more ways to connect; desire for recreation facility/gym.
- Concern that current community centre activities appeal to seniors and families with children but leave out others.
- Desire for childcare facility. CSVRN report that some participants feel this is more important than public spaces as an amenity.