

CITY OF WHITE ROCK
TOWN CENTRE URBAN DESIGN PLAN
AUGUST 2011

 **URBAN FORUM ASSOCIATES**
PLANNING • URBAN DESIGN • COMMUNICATIONS

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1 Introduction

1.1 Purpose

The City of White Rock has prepared this Urban Design Plan for the Town Centre with assistance from a planning and design consultant team led by Urban Forum Associates.

The overall purpose of this plan was to develop a long-term vision for the Town Centre that will result in mixed commercial/residential growth and a healthy business environment. The primary objective was to design an achievable Town Centre Plan that is dynamic, vital and people-friendly.

The vision for the Town Centre reflects:

- The aesthetic standards and aspirations of the community for both private lands and the public realm;
- The requirements of the local business/development community; and
- Current sustainability/resiliency principles and best practices for Town Centres.

This Urban Design Plan includes an illustrated Vision of the potential physical form of the Town Centre, and Design Guidelines for both Built Form (buildings) and the Public Realm (public spaces).

It is important to note that this Urban Design Plan is not an Official Development Plan. Rather, it provides a roadmap to what White Rock Town Centre could become in 25 years when and if the various ideas embedded in the Plan are implemented.

Some elements of this Plan may be implemented as public investments by the City. Other elements will require partnerships with private landowners/developers.

The Plan will be implemented on an incremental basis over many years, as and when various properties are assembled and/or redeveloped. Market conditions will determine when specific properties are redeveloped. Implementation will not happen all at once, and it will require the agreement of and partnerships with key landowners. Nothing in this Plan supersedes established private land ownership rights.

The public easements/rights-of-way and various other public amenities identified and proposed in this Plan will be typically realized through the rezoning and development approvals process, in the form of agreed amenity contributions by private landowners/developers as a condition of the City's approval of additional development rights.

1.2 Town Centre Study Area

The Town Centre is identified in the White Rock Official Community Plan 2008 (OCP) as being bounded by:

North: North Bluff Road
East: George Street
South: Thrift Avenue
West: Martin Street

The White Rock OCP designates this area as 'Town Centre Mixed Use'. It includes high density, mixed use (primarily residential and commercial) development specific to the Town Centre.

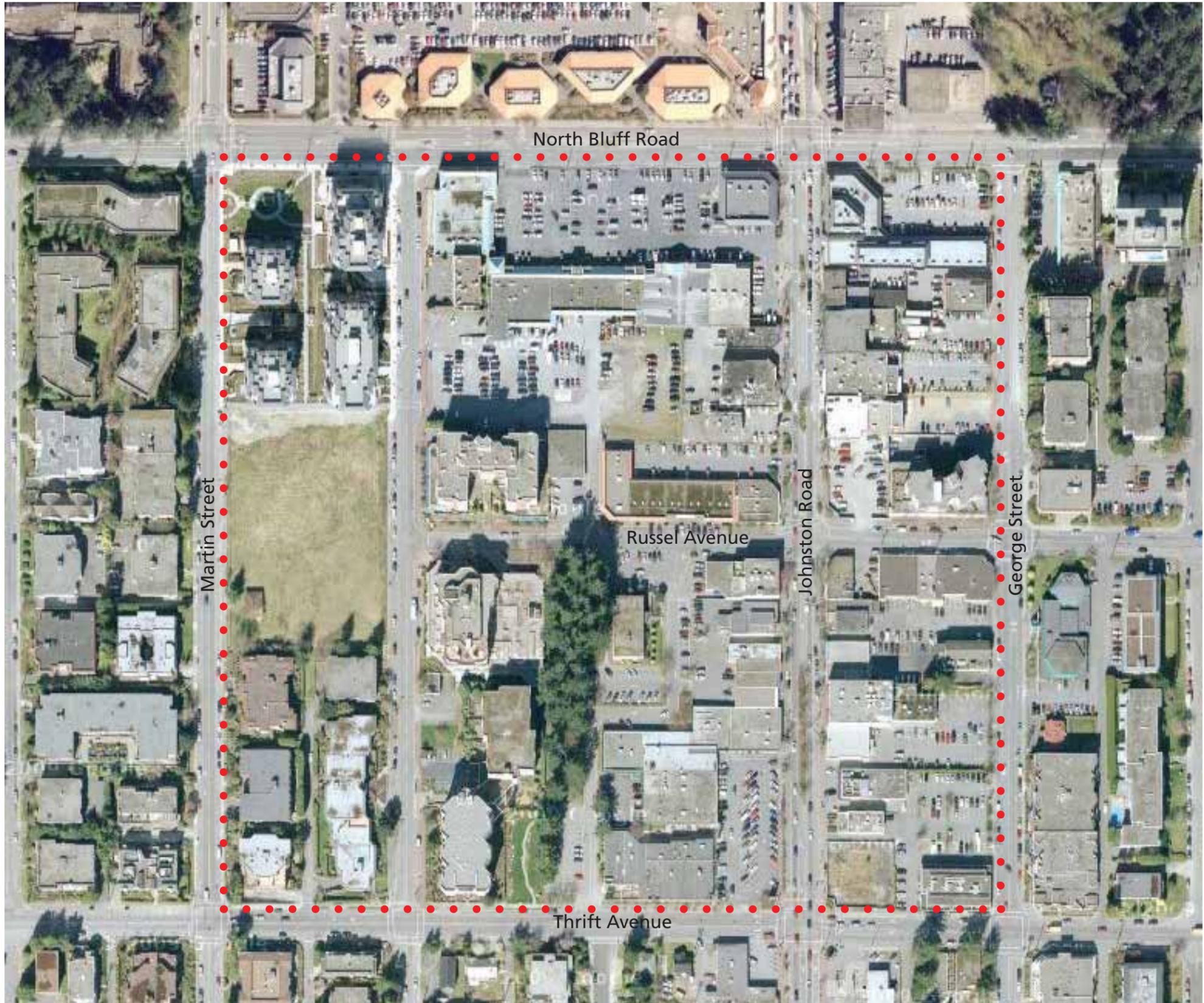
The Town Centre has struggled to maintain its commercial presence in recent years, having lost several key businesses to South Surrey. However, recent new development has occurred:

- The Miramar is a major mixed residential/commercial project consisting of four towers, commercial space and a community centre. The first phase of this project has been completed, and Phase 2 has been approved and is expected to begin construction in the near future.
- In addition, two other major development projects have been approved, and are either under construction (the Avra project) or awaiting final permits (the Essence project).

The northern boundary of the study area along North Bluff Road also represents the municipal boundary between White Rock and Surrey.

The Town Centre is an area in need of visioning to direct other future developments and to stimulate further enthusiasm and vitality for redevelopment.

The map to the right identifies the Town Centre Urban Design Plan study area.



Town Centre Study Area

2 Planning Process

This Urban Design Plan was developed as a key component of a long term vision for the White Rock Town Centre. A separate study was undertaken (by others) to assess the market needs and sustainability of commercial businesses in White Rock.

The key components of this Town Centre planning process included:

- a) A review of past documents related to the White Rock Town Centre, as provided by the City
- b) Integration of initial results from the White Rock Business Needs Assessment study¹
- c) A community consultation process including:
 - A three-day Design Charrette to develop the vision
 - Meetings with relevant stakeholders including the White Rock BIA, the White Rock ADP, and the South Surrey/White Rock Chamber of Commerce
 - Public information meetings to present the vision
 - Community Consultation report for Council
- d) Development of Design Guidelines for Building Form and the Public Realm
- e) Provision of long term recommendations for future redevelopment and revitalization of the Town Centre.

This Urban Design Plan has been largely driven and informed by the involvement of a wide cross-section of stakeholders and the general community.

The City's design consultants facilitated an Urban Design Plan Charrette (design workshop), working with multiple stakeholders to develop the draft Urban Design Plan. The Town Centre Urban Design Plan Charrette took place from 19-21 April 2011. A wide range of stakeholders participated in the process over a period of three days. Stakeholders worked with the City's design consultants to generate and prioritize ideas and design solutions, and the consultants integrated these into an overall draft Urban Design Plan. This draft plan was presented at a Public Open House on the evening of 21 April, and feedback was solicited.

Following refinements to the draft Urban Design Plan, further community input was provided at a Community Consultative Forum held on June 29, 2011. More than 60 people attended. Approximately 13 feedback forms were received and reviewed following this event. This feedback further refined the Plan.

This Urban Design Plan thus substantially reflects the majority views expressed by community and stakeholder participants during and after the charrette process, and many of the ideas generated by these stakeholders have found their way into the plan.

The ideas and drawings developed during the Urban Design Plan Charrette are included as an Appendix to this report.

The community consultation process and feedback is also documented as a separate Appendix to this report.

¹ The White Rock Business Needs Assessment study was not yet complete at the time of preparing this report



Urban Design Plan Charrette, April 2011

3 Urban Design Principles

The following key urban design principles were developed during the planning process for this Town Centre Urban Design Plan:

- Embody a move 'from grey to green' (from car-oriented asphalt to people-oriented green systems and spaces)
- Improve and enhance pedestrian connectivity throughout the Town Centre
- Increase residential densities to support local businesses and public transit, and in support of Metro Vancouver's regional growth strategy which identifies downtown White Rock/South Surrey as a Municipal Town Centre
- Encourage a mix of land uses
- Encourage a diversity of housing types and tenures to attract a mix of residents of different ages, income levels and lifestyles
- Establish the Town Centre as the cultural and civic heart of White Rock by creating a central public space at the heart of the Town Centre and clustering civic, social and cultural uses around this space
- Plan and design for a more sustainable urbanism
- Create streets for all modes of travel prioritizing pedestrians, transit and cyclists
- Maintain the character of the community



Examples of Urban Design Principles

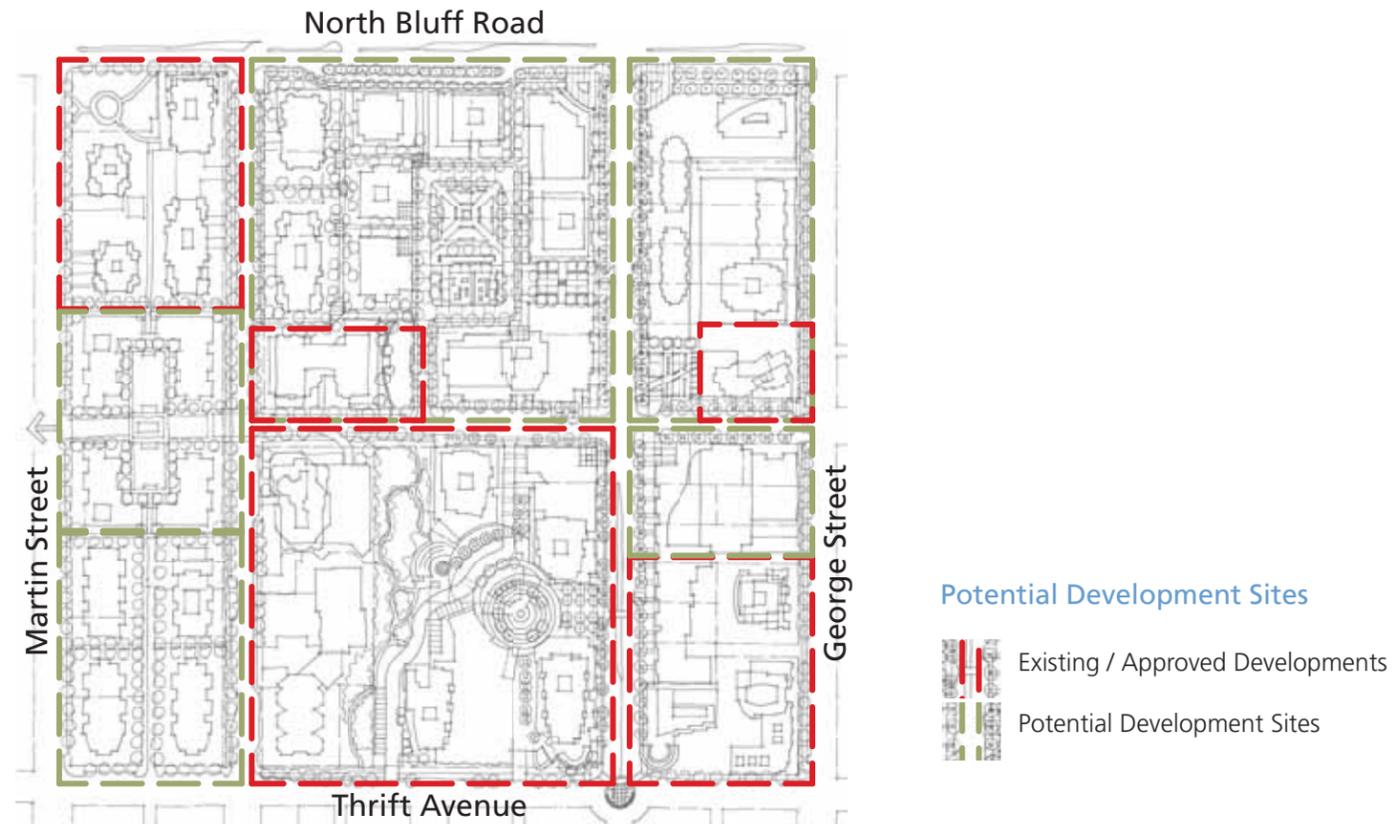
4 Urban Design Plan

This section is a summary of the key elements that form the Urban Design Plan, as illustrated by the accompanying drawings.

4.1 Potential Development Sites

A substantial portion of the study area has already been redeveloped in recent years or is slated for redevelopment (including approved projects such as Miramar Phase 2, Essence, Avra, etc.). Once these recently developed properties are excluded, likely future development sites account for approximately 50% of the total study area. As noted on this diagram, most of the likely future redevelopment in the Town Centre will occur north of Russell Avenue, and between Foster and Martin Streets. Larger development sites will require property consolidations in many cases. Property consolidations will happen as market forces and private interests dictate.

The diagram to the right identifies likely future redevelopment sites in the Town Centre.



4.2 Open Space Network

The Town Centre Urban Design Plan is founded on the key principle of enhanced pedestrian connectivity through the creation of a network of open spaces throughout the Town Centre.

The diagram to the right illustrates the proposed Open Space Network in the Town Centre. The green colour indicates parkspace, greenways, green pathways, etc., and the brown colour indicates more urban hard-surfaced open spaces, plazas, squares, sidewalks, etc.

The Open Space Network builds on the existing street and laneway grid and adds additional pedestrian routes and public spaces. It also proposes landscape enhancements along existing street sidewalks. A finer-grained network of pedestrian pathways, green streets and sidewalks is proposed to break up larger existing blocks.

A 'green spine' is proposed along the length of Russell Avenue, extending westward towards Centennial Park and eastward across George Street.

A new Town Square is proposed at the northeast corner of the Johnston Road–Russell Avenue intersection.

A new Neighbourhood Park and Playground is proposed at the centre of the superblock bounded by North Bluff Road, Johnston Road, Russell Avenue and Foster Street as the focus of a higher density residential precinct.

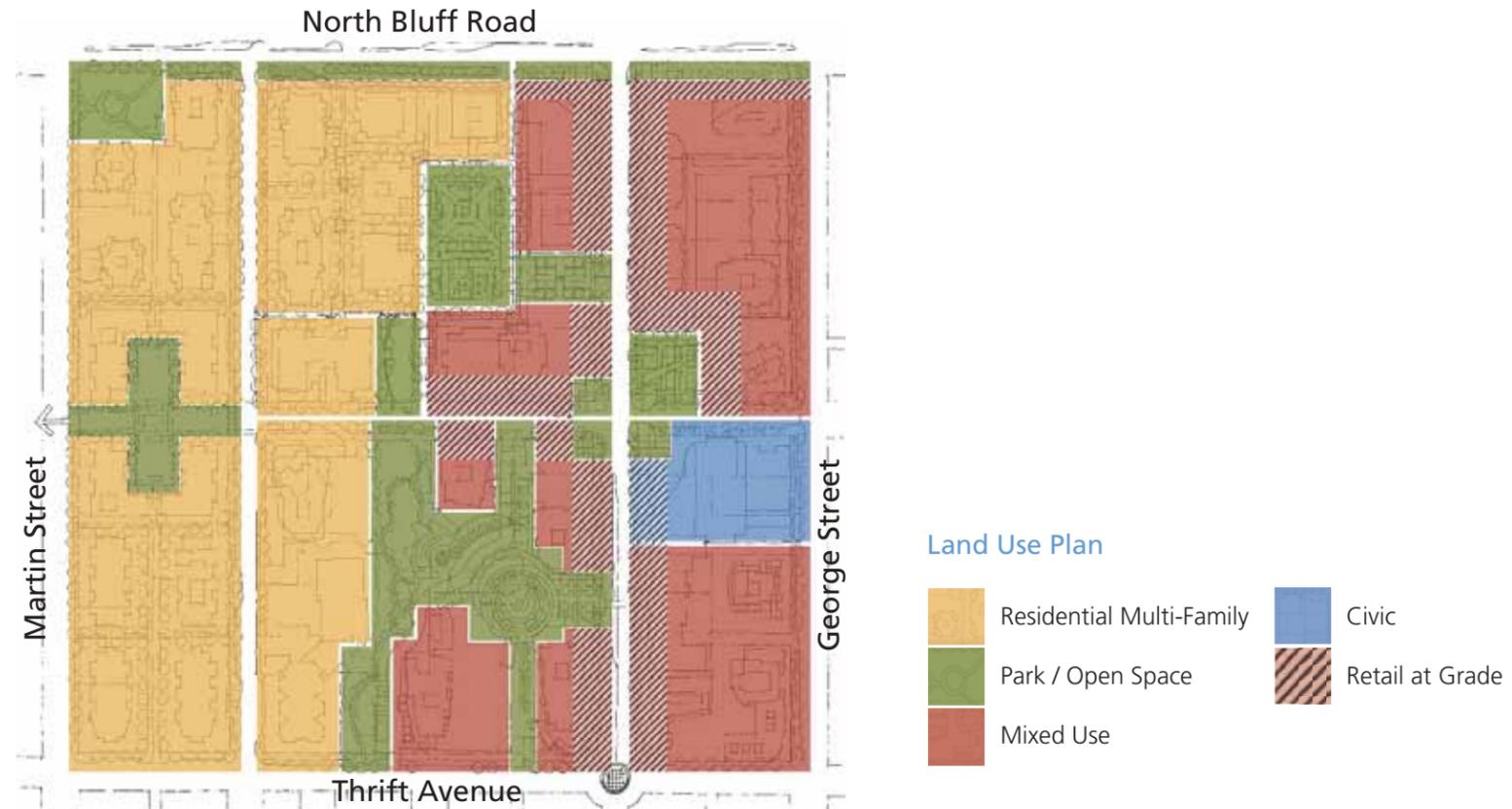


4.3 Land Use

The Urban Design Plan proposes the following general land use designations:

- Require future *street-fronting retail/commercial uses* along both sides of Johnston Road and along a short portion of Russell Avenue and North Bluff Road (on the first blocks either side of Johnston Road), except for the proposed Civic Centre.
- Do not require or encourage future street-fronting retail/commercial uses beyond Johnston Road and along the first portion of Russell Avenue and North Bluff Road on either side of Johnston Road.
- Do not permit future street-fronting retail/commercial uses on the following streets:
 - Martin Street
 - Foster Street
 - George Street
 - North Bluff Road (Westerly portion)
 - Russell Avenue (Westerly portion)
 - Thrift Avenue (Westerly portion)
- Focus future *civic and cultural uses* close to the 'Heart of the Community' intersection of Johnston Road and Russell Avenue, in the block bounded by Johnston Road, Russell Avenue, George Street and Thrift Avenue.
- Concentrate the highest *residential densification* on the precincts bounded by Foster Street, North Bluff Road, Johnston Road and Russell Avenue, focused on a central neighbourhood park and playground; and on the block bounded by Johnston Road, North Bluff Road, George Street and Russell Avenue.
- Focus *additional residential uses* on the blocks bounded by Martin Street, North Bluff Road, Foster Street, and Thrift Avenue, with densities and heights reduced towards the southern and western edges of this precinct.
- A network of Parks and Public Open Spaces throughout the Town Centre, including:
 - a northern extension of Bryant park across Russell Avenue
 - a new neighbourhood park and playground at the centre of the residential precinct between Russell Avenue and North Bluff Road
 - a greenway buffer along North Bluff Road
 - a green space extending Russell Avenue westwards to Martin Street
 - a number of public open spaces that act as plazas or gateway sites

The following simplified land use diagram represents these general land use considerations.



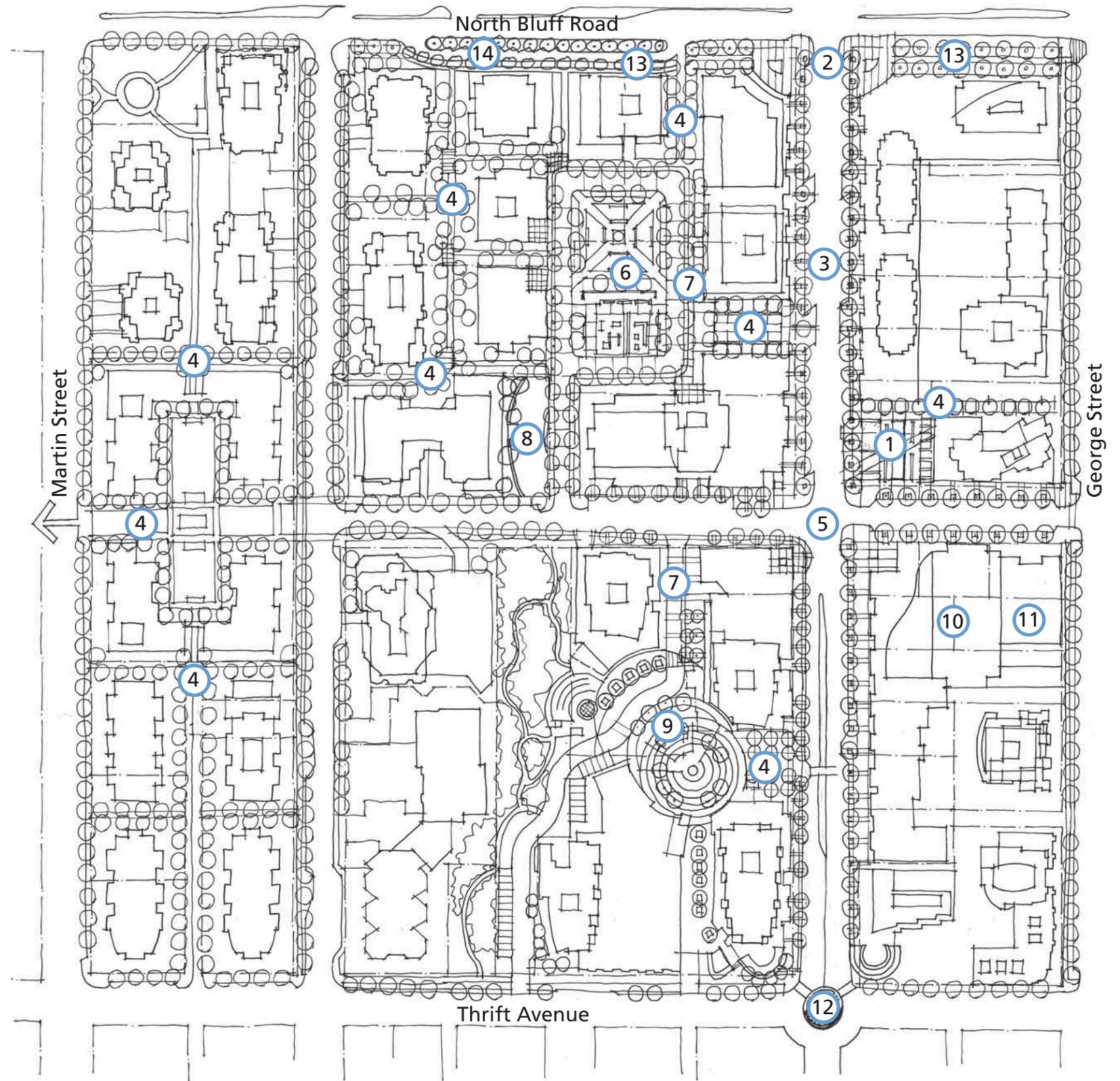
4.4 Annotated Illustrative Plan

The key planning and design ideas that emerged through the planning process are denoted in this Illustrative Plan, which consolidates all the ideas into one image of what the Town Centre may look like in 25 years.

Note: This *Illustrative Plan* is not intended to convey what will happen on specific sites, or where specific buildings will be developed, or specific heights. Rather, it is intended to provide a “snapshot” composite illustration of what White Rock’s Town Centre may generally look like if and when all the Urban Design Plan components are implemented over time. Future buildings are not necessarily required to be located exactly where illustrated.

Legend

- ① Town Square
- ② Gateway Feature
- ③ Johnston Road ‘Main Street’
- ④ Pedestrian Connections
- ⑤ Heart of the Community
- ⑥ Neighbourhood Park and Playground
- ⑦ ‘Green’ Streets (New)
- ⑧ Bryant Park Extension
- ⑨ Civic Plaza
- ⑩ Civic Centre
- ⑪ Civic Theatre / Arts Centre
- ⑫ Lookout Platform
- ⑬ Green Buffer
- ⑭ Bus Loop



Key Ideas

The following key ideas are embedded in the *Illustrative Plan*

- Restrict future street-fronting retail/commercial uses to Johnston Road and along a short portion of Russell Avenue and North Bluff Road (on the first blocks either side of Johnston Road)
- Require continuous weather protection on retail streets
- Create a broad Greenway setback along the south side of North Bluff Road between Foster and George streets: plant a double row of street trees and incorporate a pedestrian/bicycle pathway
- Create a “Gateway” arrival space at the intersection of Johnston Road and North Bluff Road, by setting back new development on the either side of Johnston on the south side; design this space as a plaza with public art and or a Town Centre welcome feature/sign
- Consolidate surface parking areas into new developments and restrict future surface parking
- Focus niche retail that does not compete directly with malls and that complements the adjacent big box/mall retail, on Johnston Road
- Permit a range of building heights across the study area, with lower heights at the western and southern edges to respond to the surrounding neighbourhood context, and taller buildings located on either side of Johnston Road
- Maintain a low scale building streetwall fronting onto Johnston Road (maximum 1 floor at the property line, with additional floors set back from the property line)
- Create a “Heart of the Community” space at the Johnston Road – Russell Avenue crossroads, by setting back future buildings on all four corners of this key intersection and enhancing the public realm
- Create a Town Square on the northeast corner of the Johnston Road-Russell Avenue intersection, which should include public art, formal landscaping, and programmed uses.
- Develop a new Civic Centre in the heart of the community by relocating City Hall and adding other potential civic facilities e.g. Civic Theatre, Arts Centre, etc.
- Develop new commuter and recreational bicycle routes and facilities as per the OCP Bicycle Network Plan
- Enhance future pedestrian connections to Miramar Plaza from Johnston Road and Thrift Avenue
- Reduce large block sizes by introducing a finer-grained street grid, lane network and mid-block pedestrian routes, etc. (to be negotiated with land owners as and when sites are redeveloped)
- Concentrate residential intensification in the northern and western parts of the study area, along North Bluff Road, Foster and Martin streets, with densities and heights reducing towards the western and southern edges of the study area
- Orient and space taller buildings to minimize view blockage, shadowing and privacy overlook; optimize spatial separation between adjacent towers, with a minimum 30 m (100 ft.) between towers; encourage slimmer towers with smaller floorplates
- Encourage a range of housing types and forms, including street-oriented townhouses, ground-oriented low-mid-rise apartments and condominium towers
- Undertake public realm streetscape improvements with new sidewalks, street trees, landscaping, street furniture, and improved pedestrian crossings on Johnston Road, North Bluff Road, Russell Avenue
- Undertake a comprehensive streetscape redesign of Johnston Road as the Town Centre “High Street”: build on and extend the new streetscape standards established by the Miramar project
- Create more park space and green connections throughout the Town Centre
- Extend Bryant Park northwards across Russell Avenue
- Create a high-density residential precinct in the superbblock bound by Russell, Foster, North Bluff and Johnston, focused on a new neighbourhood park and playground at the centre of the block and surrounded by pedestrian friendly narrow streets
- Create a terminated visual axis at the west end of Russell Avenue (statue, public artwork, etc.)
- Extend the alignment of Russell Avenue westwards across Martin Street as a pedestrian Greenway that connects to Centennial Park
- Construct a public “Lookout” platform/roundabout at the intersection of Johnston Road and Thrift Avenue; this will form a “Gateway” feature at the southern entrance to the Town Centre
- Create a more walkable Town Centre by pedestrianizing some streets/lanes, introducing new pedestrian routes, and consolidating parking



Additional Key Policy/Strategic Ideas

This Urban Design Plan encourages the City of White Rock to implement, support and advocate for the following key policy and/or strategic planning directions:

- Encourage mixed-use projects and higher residential densities in Town Centre
- Encourage and incentivize a range of housing choices and tenureships including affordable housing, family housing, and special needs housing
- Develop design guidelines that raise the design bar for both streetscapes and buildings
- Enhance connections between Town Centre and the waterfront
- Introduce a public art program funded by all future private redevelopment in the Town Centre
- Identify City incentives for attracting new businesses/retail uses through property tax holidays, DCC relief, reduced on-site parking requirements, streamlined approval processes, etc.
- Work with Translink to improve transit service between Town Centre and waterfront, including evenings
- Work with Translink to enhance passenger amenities at all Town Centre bus stops to improve access, safety and amenity, by providing:
 - Bus Shelters
 - Benches
 - Litter Receptacles
 - Newspaper Vending Machines
 - Signage/Maps
 - Real Time Transit Information
- Work with Translink to develop an enhanced bus transit exchange along North Bluff Road (exact location and layout subject to detailed technical design)



4.5 Public Transit

Effective, frequent and affordable public transit is a key ingredient in achieving a complete, sustainable Town Centre. Current transit service is limited and also has some gaps in areas served, according to feedback received during the planning process. Concerns were also expressed about the bus layover impacts along North Bluff Road.

While this Urban Design Plan did not include a mandate to undertake transit planning, the following potential high-level transit modifications are proposed for the City's consideration, subject to further detailed planning and evaluation:

- Consider developing a separate busway and bus exchange along the south side of North Bluff Road between Foster Street and Johnston Road.
- Consider re-routing buses off Johnston Road onto parallel north-south streets including George Street, with a possible one-way loop around the Town Centre (e.g. southbound on George Street, northbound on Foster Street).
- In consultation with Translink, consider bus route and schedule modifications to improve transit connections between the Town Centre and the waterfront.

These proposals are subject to detailed planning, technical design and operational evaluation in cooperation with Translink.

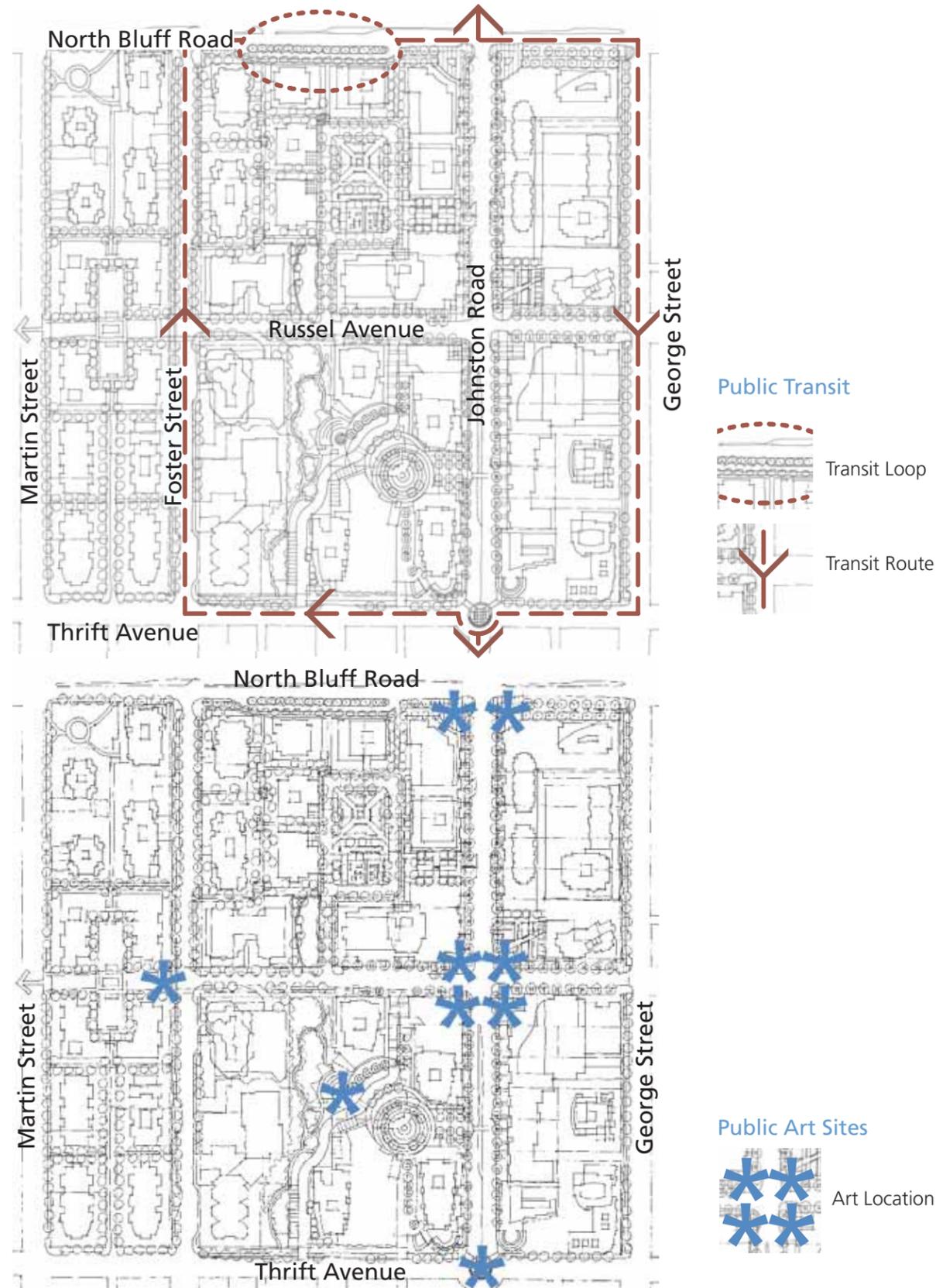
The diagram opposite illustrates these proposed modifications to the existing transit network plan.

4.6 Public Art

Public art can be a key element in enhancing the Public Realm and reinforcing a sense of place for the Town Centre.

As noted above, this Urban Design Plan proposes that the City develop and approve a City-wide Public Art Program, which would be funded primarily by future private developments in the Town Centre. Future public art projects should be commissioned through a new public art program which is inclusive, transparent, and based on Council policy.

The diagram opposite identifies potential locations for major public artworks in the Town Centre.



4.7 Street Sections

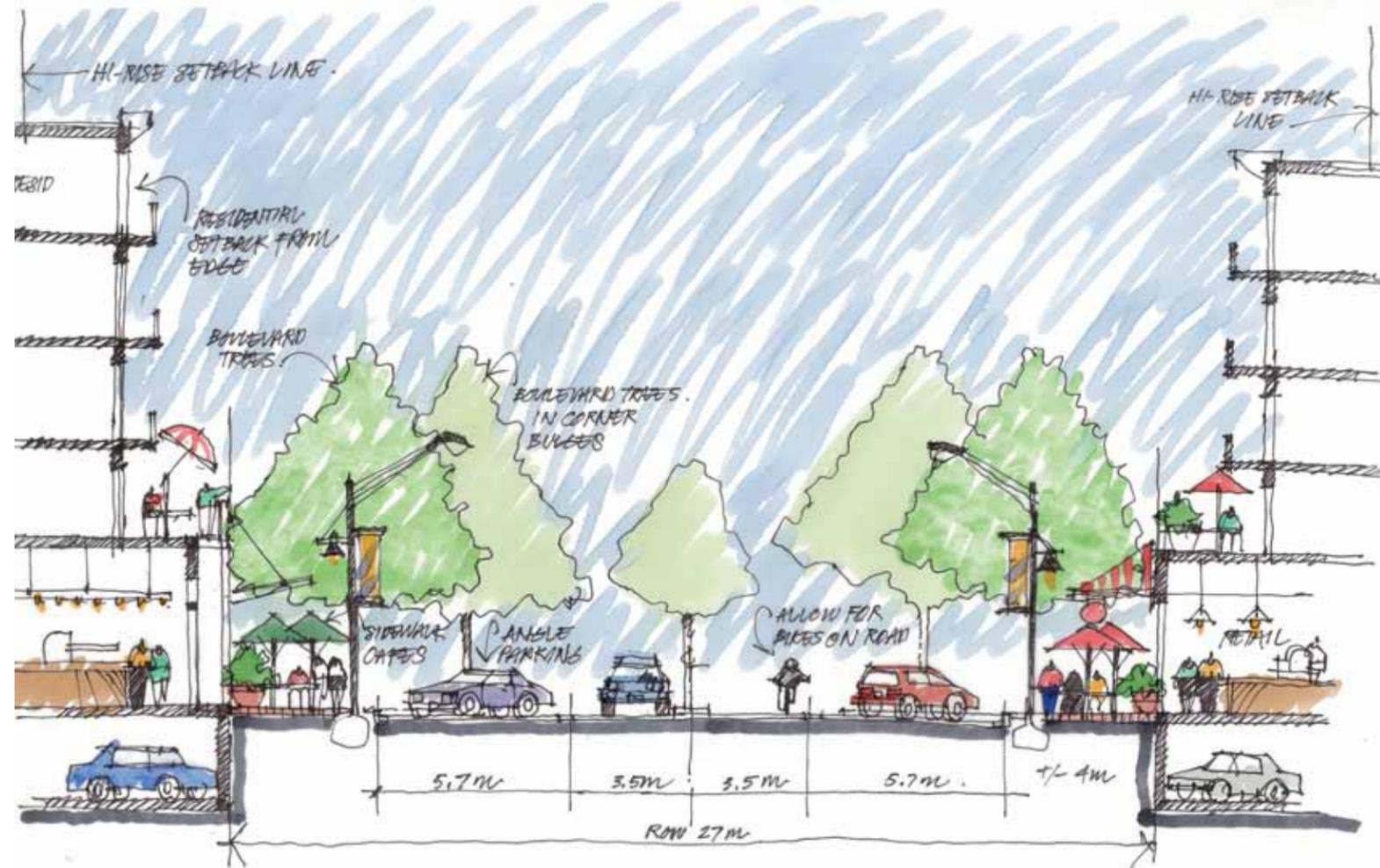
The following sections illustrate what key streets in the Town Centre might look like after redevelopment has taken place.

Johnston Road

This section illustrates Johnston Road 'Main Street' with the proposed built form of one storey street-fronting retail with up to four upper floors maximum set back along both sides of Johnston Road. This will maintain the lower-scale pedestrian-oriented character of Johnston Road.

Key features of the proposed street design include:

- +/- 4.0 m wide sidewalks, with corner bulges at intersections
- angled parking on both sides of the street
- boulevard trees on both sides of the street
- boulevard trees in corner bulges
- a landscaped central median
- light fixtures that include pedestrian lighting as well as roadway lighting



Johnston Road Cross Section



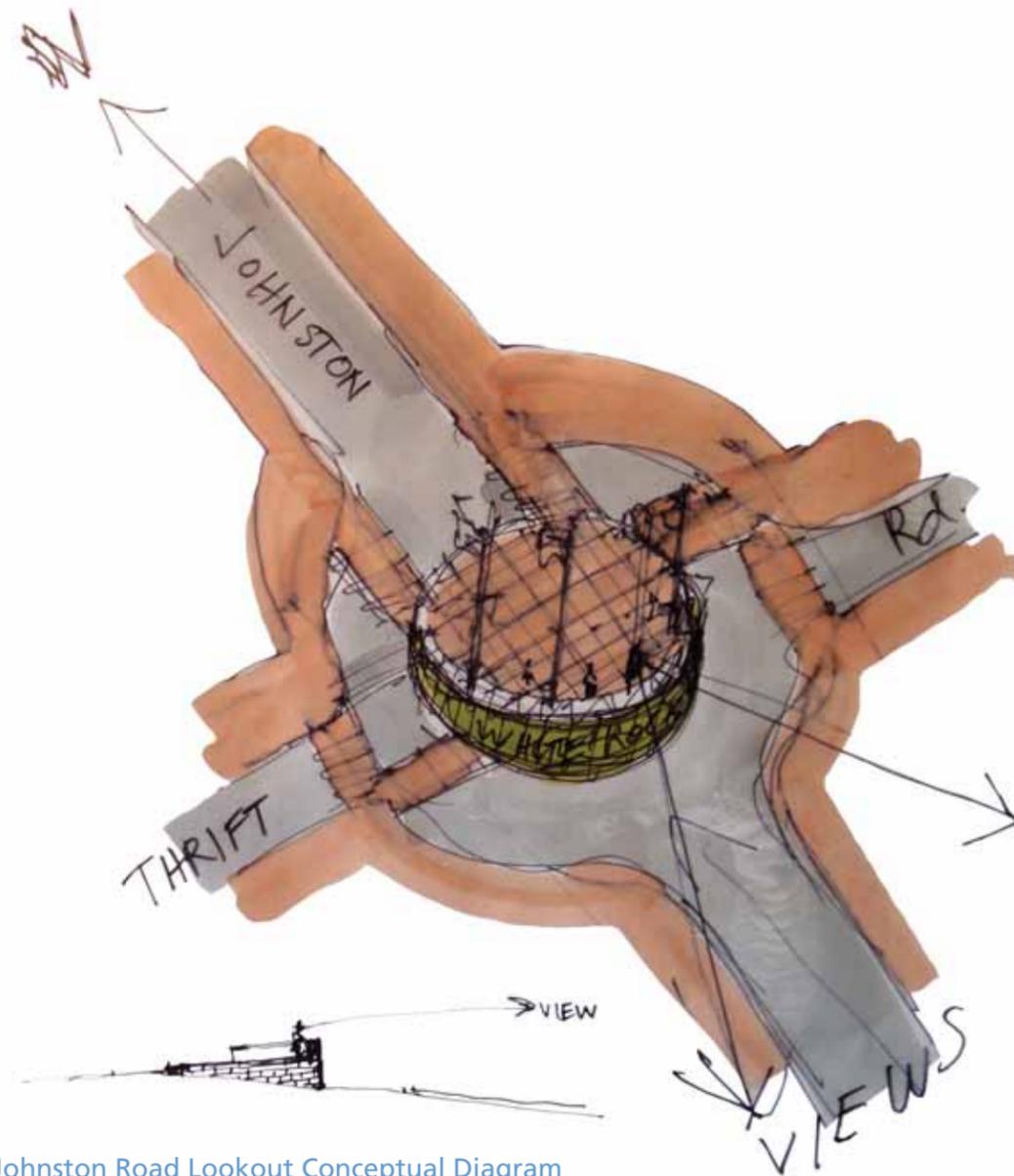
Johnston Road Plan

Johnston Road "Lookout"

This conceptual diagram illustrates the proposed public 'Lookout' platform at the intersection of Johnston Road and Thrift Avenue. The Lookout would be developed in the centre of the intersection as a traffic roundabout. The platform would take advantage of the sloping grades to provide panoramic views south towards the water.

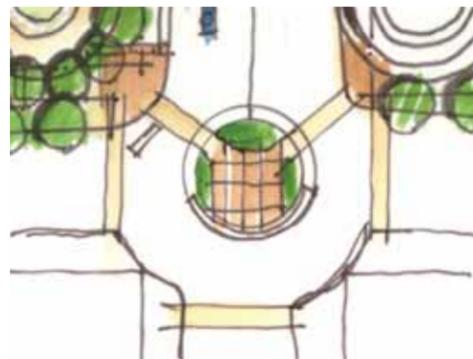
The Lookout roundabout would also function as a traffic-calming device and act as a southern Gateway to the Town Centre. The platform retaining wall on the south side could include a Town Centre welcome sign.

The Lookout would be accessed by pedestrian crosswalks from both sides of Johnston Road.



Johnston Road Lookout Conceptual Diagram

View South from Johnston Road & Thrift Street



Johnston Road Lookout Plan



Residential Street

This section illustrates what a typical pedestrian-friendly residential street would look like in the proposed Residential Precinct.

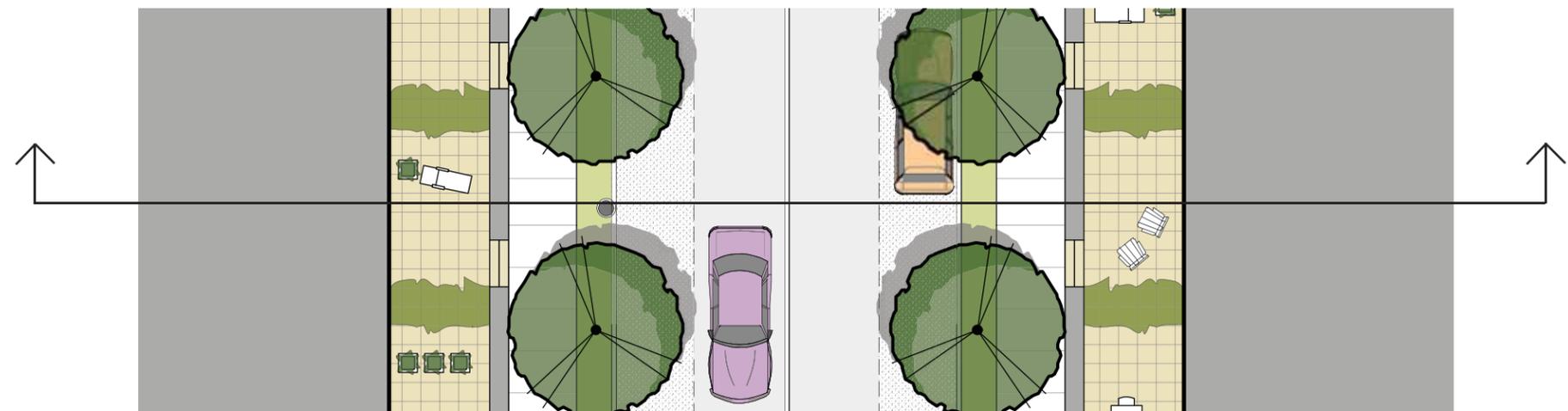
This section illustrates a proposed built form of four-storey street-fronting residential set back from the property line by approximately 4.0 m, with raised front patios, along both sides of the street. Additional upper floors are set back even further. This will maintain the lower-scale pedestrian-oriented character of these residential streets.

Key features of the proposed street design include:

- Typical curb-to-curb street width of 11.0 m (36 ft.)
- Sidewalks are 3.5 m (12 ft.) wide, within a proposed 18.0 m (60 ft.) right-of-way
- Regularly spaced street trees on both sides of the street
- Pedestrian lamp posts located on both sides of the street
- A landscape boulevard along both sides of the street (approx. 1.5 m wide)
- Parallel parking on both sides of the street



Residential Street Cross Section



Residential Street Plan

4.8 Urban Design Plan Model

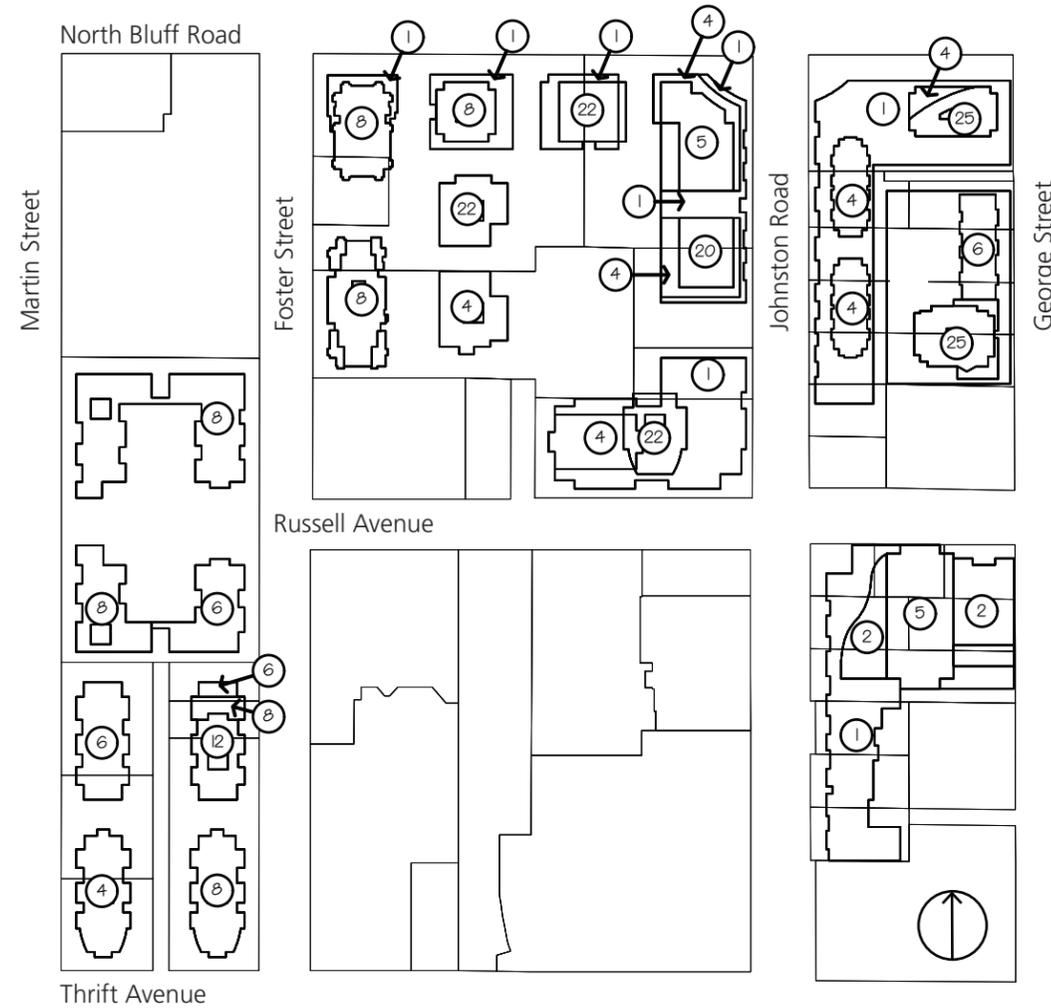
4.8.1 Building Heights

The annotated plan to the right identifies the proposed maximum building heights for potential development sites in the Town Centre, as illustrated in the 3D computer model.

Note: Not all buildings illustrated on this plan would necessarily be approved at the maximum heights or in the exact locations shown here. Specific rezoning and development applications should be reviewed by the City on a case-by-case basis. City approval of ultimate building heights should take into account such factors as:

- contextual fit with the surrounding urban fabric
- shadowing impacts on the public realm
- view impacts, both to and from the waterfront
- overlook and privacy impacts on neighbouring buildings
- impacts on the overall Town Centre skyline
- distance between adjacent tall buildings
- impacts on any nearby heritage structures
- building form and massing to mitigate negative impacts of tall buildings

In general, proposed building heights reflect a range of heights, with taller buildings located towards the northern and eastern parts of the study area, and heights decreasing towards the south and west. This will help optimize views towards the water, reduce shadowing impacts, and respects the surrounding residential neighbourhood context.

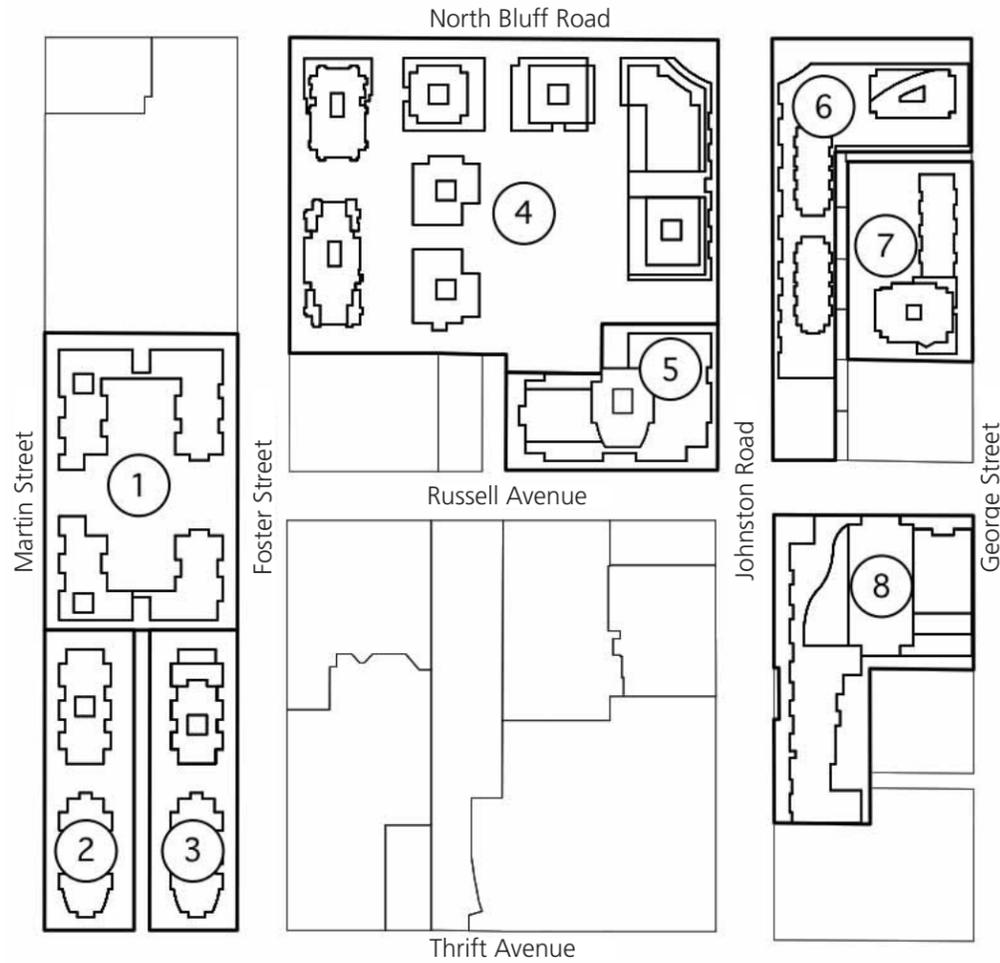


Building Heights

4.8.2 Development Statistics

The following table provides the theoretical (maximum) development statistics that are represented in the 3D computer model.

These development statistics are included here as a general guideline to the overall amount and type of development that is envisaged in this Plan, and are subject to review and refinement on a project-by-project basis. Project-specific variations may be considered by the City provided the overall intention of the Plan is being met.



BLOCK NUMBER	FLOOR AREA (GROSS / SQ. FT.)	SITE AREA (SQ. FT.)	FLOOR SPACE RATIO	SITE COVERAGE
1	296,169 sf	106,381 sf	2.8	37%
2	96,971 sf	49,730 sf	2.0	39%
3	136,189 sf	48,872 sf	2.8	40%
4	798,547 sf	247,660 sf	3.2	38%
5	241,192 sf	48,640 sf	5.0	72%
6	233,400 sf	77,902 sf	3.0	67%
7	272,185 sf	45,982 sf	5.4	36%
8	143,863 sf	84,203 sf	1.7	74%

4.8.3 3D Model Views

The following snapshot views are of a 3D computer model of the Urban Design Plan that was developed during the planning process to test and evaluate the proposed form of development.

This model illustrates in three dimensions the general form of development proposed in the Urban Design Plan.

Note: Building forms shown in this 3D model are generic and are not meant to indicate detailed design of final built form or ultimate building heights, or exact locations. Project-specific variations may be considered by the City provided the overall intention of the Plan is being met.



View to Northeast



View to Northwest



Illustrative Plan

Appendices

Appendix 1 Community Consultation Report

This report summarizes the community consultation process undertaken in developing the White Rock Town Centre Urban Design Plan.

As the City noted in its Request for Proposals, the Town Centre Urban Design Plan was based on input from the community, the Business Improvement Association and the Surrey White Rock Chamber of Commerce.

The community consultation process included a number of elements during the course of the planning process, with several opportunities for stakeholders and community members to provide input and feedback:

- A three-day Charrette (Design Workshop) to develop the Urban Design Plan vision
- Meetings with relevant stakeholders including the White Rock BIA, the White Rock ADP, and the South Surrey/White Rock Chamber of Commerce
- A Community Consultative Forum to present the draft Urban Design Plan
- A Feedback Questionnaire
- A Public Information Meeting to present the Urban Design Plan vision

This Urban Design Plan has been driven and informed by the involvement of a wide cross-section of stakeholders and the general community.

Charrette

The City's design consultants facilitated a three-day Urban Design Plan Charrette (Design Workshop), which included the participation of multiple stakeholders to develop the draft Urban Design Plan.

A detailed *Design Brief* was prepared and distributed to all attendees prior to the Charrette. This Design Brief outlined the purpose and background of the Town Centre Urban Design Plan, explained the Charrette process, schedule and anticipated outcomes, etc., and identified a set of key Issues and Opportunities.

The Charrette took place from 19–21 April 2011 at the new White Rock Community Centre in the Town Centre. A wide range of stakeholders participated in the process over a period of three days. Stakeholders represented the following organizations or interest groups:

- Residents
- Business Owners
- Developers
- Chamber of Commerce
- Health and Social Committee
- Transportation Committee
- Cultural Committee

- Environment Committee
- Economic, Investment and Revitalization Committee
- Advisory Design Panel
- Kent Street Seniors Centre

Stakeholders worked with the City's design consultants to generate and prioritize ideas and design solutions, and the consultants integrated these into an overall draft Urban Design Plan. This draft plan was presented at a Public Open House on the evening of 21 April, and feedback was solicited.

Community Consultative Forum

Following refinements to the draft Urban Design Plan that emerged from the Charrette, a Community Consultative Forum held on June 29, 2011. Approximately 60 people attended this public event, including several charrette participants. Community input was invited via a question and answer session plus distribution of a detailed *Feedback Questionnaire*. The questionnaire listed all the key ideas that emerged through the charrette process and asked respondents to indicate their level of support for each idea.

Thirteen completed feedback questionnaires were received and reviewed following this event. This feedback resulted in further refinements to the Plan.

Feedback Questionnaire

A summary of the feedback results follows:

Question 1. Require future street-fronting retail uses on Johnston Road and along a short portion of Russell Avenue and North Bluff Road (on the first blocks either side of Johnston Road)?

Strongly agree or agree	100% (13)
Disagree or strongly disagree	0% (0)

Question 2. Create a broad Greenway setback along the south side of North Bluff Road between Foster and George streets, with a double row of street trees and pedestrian/bike path?

Strongly agree or agree	85% (11)
Disagree or strongly disagree	15% (2)

Question 3. Create a "Gateway" arrival space at the intersection of Johnston Road and North Bluff Road, by setting back new development on the either side of Johnston on the south side, and design this space as a plaza with public art and/or a Town Centre welcome feature/sign?

Strongly agree or agree	92% (12)
Disagree or strongly disagree	8% (1)

Question 4. Undertake public realm streetscape improvements with new sidewalks, street trees, street furniture and improved pedestrian crossings on Johnston Road, North Bluff Road, Russell Avenue?

Strongly agree or agree	100% (13)
Disagree or strongly disagree	0% (0)

Question 5. Consolidate surface parking areas into new developments and restrict future surface parking?

Strongly agree or agree	85% (11)
Disagree or strongly disagree	15% (2)

Question 6. Focus niche retail that does not compete directly with malls and that complements the adjacent big box/mall retail, on Johnston Road?

Strongly agree or agree	92% (12)
Disagree or strongly disagree	8% (1)

Question 7. Permit a range of building heights across the study area, with lower heights at the western and southern edges to respond to the surrounding neighbourhood context, and taller buildings located on either side of Johnston Road?

Strongly agree or agree	91% (11)*
Disagree or strongly disagree	9% (1)

Question 8. Maintain a low scale building streetwall fronting directly onto Johnston Road (one floor retail plus 4 floors max residential)?

Strongly agree or agree	91% (11)*
Disagree or strongly disagree	9% (1)

Question 9. Create a "Heart of the Community" space at the Johnston Road & Russell Avenue crossroads?

Strongly agree or agree	92% (12)
Disagree or strongly disagree	8% (1)

Question 10. Create a focal Civic Square on the northeast corner of the Johnston Road-Russell Avenue intersection?

Strongly agree or agree	77% (10)
Disagree or strongly disagree	23% (3)

Question 11. Develop a new Civic Centre in the heart of the community, by relocating City Hall and adding other potential civic facilities e.g. Civic Theatre, Arts Centre, etc.?

Strongly agree or agree	69% (9)
Disagree or strongly disagree	31% (4)

Question 12. Develop new commuter and recreational bicycle routes and facilities as per the OCP Bicycle Network Plan?

Strongly agree or agree 100% (12)*
Disagree or strongly disagree 0% (0)

Question 13. Enhance future pedestrian connections to Miramar Plaza from Johnston Road & Thrift Avenue?

Strongly agree or agree 100% (13)
Disagree or strongly disagree 0% (0)

Question 14. Reduce large block sizes by introducing a finer-grained street grid, lane network and mid-block pedestrian routes, etc. (to be negotiated with land owners as and when sites are redeveloped)?

Strongly agree or agree 100% (13)
Disagree or strongly disagree 0% (0)

Question 15. Concentrate residential intensification primarily in the northern and western parts of the study area, along North Bluff Road, Foster and Martin streets?

Strongly agree or agree 85% (11)
Disagree or strongly disagree 15% (2)

Question 16. Orient and space taller buildings to minimize view blockage, shadowing and privacy overlook; encourage slimmer towers with smaller floorplates?

Strongly agree or agree 100% (13)
Disagree or strongly disagree 0% (0)

Question 17. Encourage a range of housing choices, including townhouses, ground-oriented low- and mid-rise apartments, and condominium towers?

Strongly agree or agree 100% (12)*
Disagree or strongly disagree 0% (0)

Question 18. Create more green space and pedestrian connections throughout the Town Centre?

Strongly agree or agree 100% (13)
Disagree or strongly disagree 0% (0)

Question 19. Extend Bryant Park northwards across Russell Avenue?

Strongly agree or agree 92% (12)
Disagree or strongly disagree 8% (1)

Question 20. Create a higher-density residential precinct in the superblock bound by Russell, Foster, North Bluff and Johnston, focused on a new neighbourhood park and playground at the centre of the block and surrounded by pedestrian-friendly streets?

Strongly agree or agree 91% (11)*
Disagree or strongly disagree 9% (1)

Question 21. Create a terminated visual axis at the west end of Russell Avenue (statue, public art, etc.)?

Strongly agree or agree 91% (11)*
Disagree or strongly disagree 9% (1)

Question 22. Extend the alignment of Russell Avenue westwards across Martin Street as a pedestrian Greenway that connects to Centennial Park?

Strongly agree or agree 92% (12)
Disagree or strongly disagree 8% (1)

Question 23. Construct a public "Lookout" platform at the intersection of Johnston Road and Thrift Avenue?

Strongly agree or agree 77% (10)
Disagree or strongly disagree 23% (3)

Question 24. Create a more walkable Town Centre by pedestrianizing some streets, introducing new pedestrian routes, and consolidating surface parking?

Strongly agree or agree 100% (13)
Disagree or strongly disagree 0% (0)

Question 25. Encourage mixed-use projects and higher residential densities in Town Centre?

Strongly agree or agree 77% (10)
Disagree or strongly disagree 23% (3)

Note: * means one respondent did not answer the question

As can be seen from the results above, a very strong majority of respondents support the key ideas in the Urban Design Plan. However caution should be applied, noting that the sample size is rather modest.

Public Information Meeting

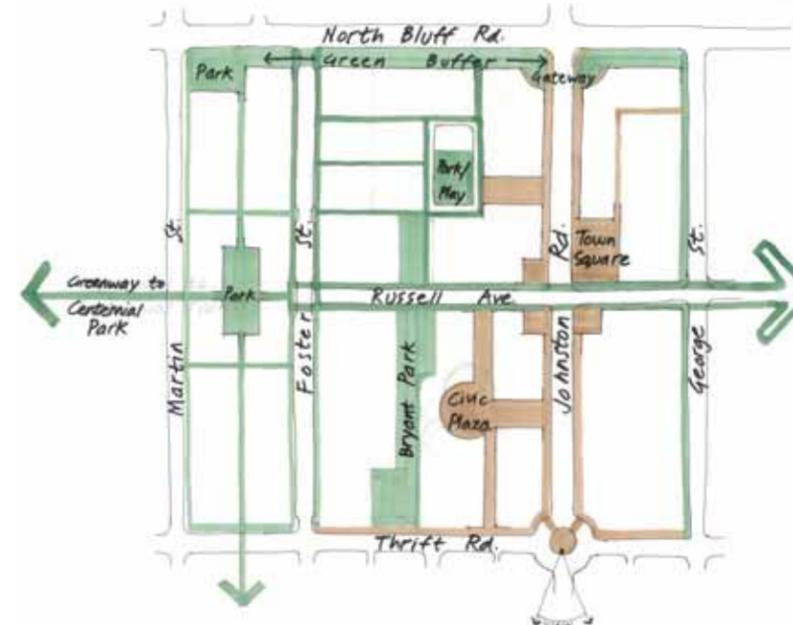
To follow

Appendix 2 Charrette Drawings

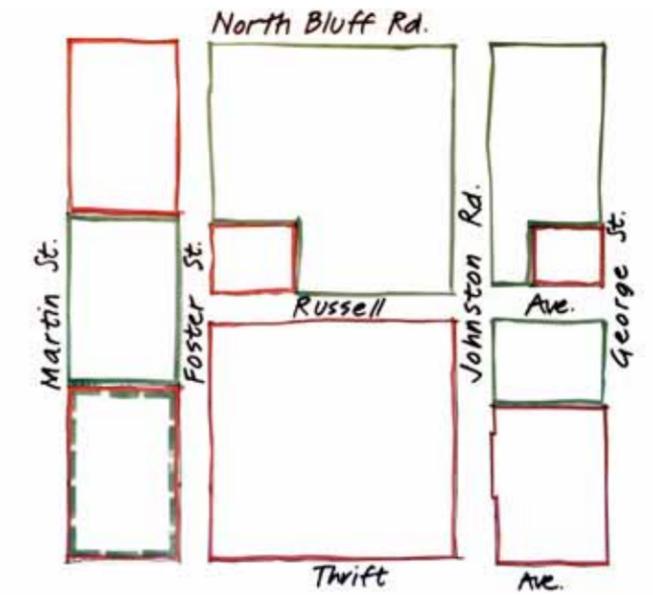
Below are a few representational drawings from the charrette.



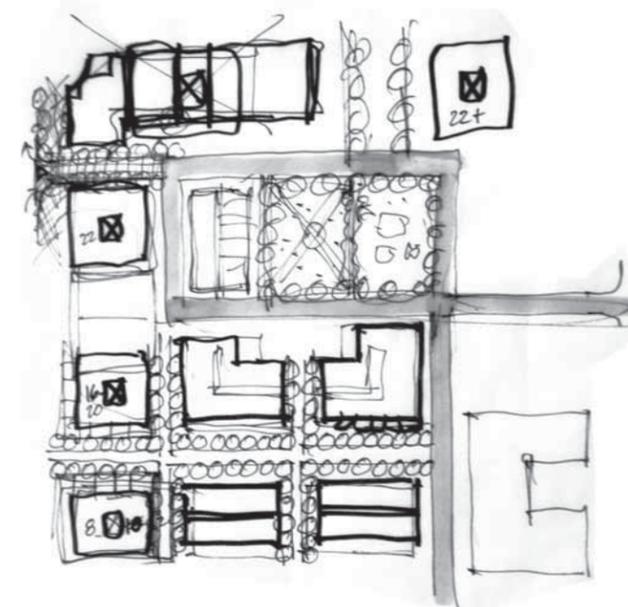
Massing Study from Charrette



Preliminary Open Space Network Diagram



Preliminary Development Parcels Diagram



Early Block Configurations



Aerial View down Johnston Road