

Lonsdale Great Street Public Feedback from Civic Plaza

Dates:

Friday January 17, 2-6pm

Saturday January 18, 10am-2pm



Traffic and Transportation

- No cars or paid parking
- Traffic in central Lonsdale between 14th and 16th is terrible
- Parklets are impeding traffic
- Pilot projects to test ideas before implementation
- Add light rail transit to bridge and on Lonsdale
- Do one-way streets and cross-overs to limit traffic on Lonsdale
- Prioritize emergency vehicles
- Better transportation
- Slow traffic
- Make Lonsdale pleasant and safe with 30 kph
- Remove parking to create more walkable space and improve pedestrian safety
- Increase bus frequency
- Add bike/mobility lanes on Lonsdale
- Add a shuttle to get people up and down the hill

- Fewer cars, more transit
 - Improve parking availability
 - Improve enforcement of traffic laws
 - Consider future traffic management
 - Improve frequency of bus service
 - Improve traffic safety
 - Minimize density; cap at two stories on Lonsdale
 - Don't narrow Lonsdale Ave more than it is
-

Walkability and Pedestrian Safety

- Make streets/intersections more pedestrian friendly
 - Improve pedestrian safety
 - Make sidewalks safer
 - Improved pedestrian safety
 - More/better space for those with mobility aids/seniors
 - Improve accessibility and safety for seniors
 - Improve sidewalk safety and remove tripping hazards
 - Increase sidewalk space on east side of Lonsdale
 - Improve pedestrian safety at intersections
 - More foot traffic
 - Improve walkability
-

Green Spaces and Urban Design

- More greenery
 - Add more trees
 - Better tree care
 - Improve tree canopy
 - More trees for the shade benefits
 - Improve boulevard trees, like lower Lonsdale
 - Add more greenery/better outdoor space
 - More greenery and trees to buffer pedestrians from traffic
 - More community gardens
 - More green roofs
 - Consider more shelter from rain
 - Reduce shadowing effect from high-rises
 - No excessive high-rises casting shadows
 - Limit building height to three stories
-

Community Events and Plazas

- More events at civic plaza
 - More activations in civic plaza
 - More festivals in plaza
 - Allow for more grassroots events such as festivals, car-free days, block parties, family day
 - Weekly farmers market at civic plaza
 - Have a music festival
 - More activities and music
 - Leverage Persian community—for example, have a Persian museum and Persian public art
 - More community events
 - More events and activities—don't wait until the end of the project
-

Local Businesses and Retail

- Get more interesting retail
 - More local art native to the community
 - Encourage businesses that activate the street
 - More coffee shops
 - Get a movie theatre
 - More specialty stores
 - More menswear stores
 - More giftshops
 - More vegan options
 - Get a records store
 - Get a fish store
 - Need fish and chips
 - More gluten free bakeries
 - Central Lonsdale needs a variety of businesses and at least one vegan café/restaurant
 - More clothing and bookstores
 - Keep small businesses
 - Keep numbered streets west of Lonsdale to Mahon as residential/low-rise/duplex
-

Public Amenities and Spaces

- Add non-smoking area
- Add public washrooms
- More benches
- More seating areas
- More spaces for seniors to sit that are protected from the weather
- Add covered outdoor spaces
- More patios
- More public patio seating
- Add outdoor ice rink, outdoor water park, and bicycle pump track
- Build a kids' skate park
- Improve quality of street furniture

- Add more sponsored benches
 - Refresh awnings/signs
-

Traffic Flow and Parking

- Reduce fees for developers
 - Improve parking availability
 - Do angled parking
 - Improve street parking; no pay parking
 - Keep parking free
-

Art and Beautification

- More mural opportunities for local artists
 - Less gray for buildings—more colour
 - Add interactive public art—see Montreal examples
 - More attention to street beautification
-

Lighting (Duplicated Mentions)

- Better lighting
 - Better lighting, similar to lower Lonsdale
 - Better lighting at night
-

Miscellaneous

- More awnings
- More compost bins
- Add wifi
- Implement public washrooms
- More garbage cans and garbage collection
- Improve enforcement of traffic laws
- Create pedestrian plazas and car-free areas—perhaps at E 15-17th streets
- Keep building diversity
- Save old facades to add variety
- Bring back Wednesday Market
- Bring back the streetcar
- Allocate space on second floors for services; preserve ground floor for restaurants and active retail

- More local and independent businesses
- Plan for funky, diverse, eclectic (think Commercial Drive, Main St, Mount Pleasant, Kits)
- Improve security
- Improve sidewalk quality

SHAKE YOUR IDEAS HERE

Lonsdale Great Street Public Feedback from Civic Plaza

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PUBLIC REALM

Running Errands & Recreating in Central Lonsdale



Lonsdale Avenue: A Through-Street Today, A Place For People Tomorrow?

Lonsdale Avenue is a vibrant, walkable corridor lined with fine-grain retail and a diverse mix of local businesses. Its human-scaled buildings and intimate atmosphere, though limited to specific street segments, naturally draw pedestrians, making these areas the most active parts of the street.

Aside from these pockets of activity, the street is currently defined by vehicular movement, serving to get people from point A to B, rather than by what creates a pleasant pedestrian experience. The community is enthusiastic about fostering what makes Lonsdale Avenue vibrant today and further establishing it as a distinct neighbourhood destination that invites public life and offers reasons to spend time.

How important is this to you?
Place a sticker on the slider and add notes to a post-it to let us know what you think.



What we saw:



What we heard:

On a typical visit to Central Lonsdale:
45% respondents spend 1-2 hours.
25% respondents spend 2-4 hours.



“Even though there has been an attempt to add curbside seating areas, it’s not a particularly inviting area to sit and hang out. More trees, more green spaces may help with that.”
— 2025 Lonsdale Great Street Survey Respondent

“This is an opportunity point to make Central Lonsdale fresh and exciting...”
— 2025 Lonsdale Great Street Survey Respondent

Opportunities:

- Establish a distinct visual identity: integrate a unified palette of design elements, from paving and seating to light fixtures and signage, to reinforce Lonsdale Avenue’s unique character and create a cohesive streetscape.
- Develop a clear and consistent wayfinding system: Well-placed signage, maps and visual cues will improve navigation, making it easier to explore local shops, amenities and public spaces along Lonsdale Avenue.
- Enhance walkability and transit connections: Expanding pedestrian areas, upgrading bus stops and improving crossings will make the street more transit-friendly and walkable, encouraging people to stay.
- Preserve the intimate character of Lonsdale Avenue: Maintain and support the street’s human-scale development and diverse mix of retail to preserve its charm and identity.



Lonsdale Avenue: How can we create more accessible and user-friendly sidewalks along Lonsdale Avenue?

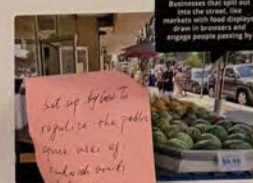
Lonsdale Avenue, like any lively main street, supports a variety of everyday activities — running errands, waiting for transit, dining on street patios, delivering goods, working in shops — and more. This mix of uses is what brings the street to life and makes it interesting. Today, however, Lonsdale Avenue struggles to accommodate all of these uses in the same space lacking clear spatial allocation. The lack of organization also limits space for socializing and greenery.

Without a defined hierarchy, different uses often clash. In some instances the placement of bus shelters crowds pedestrian flow, while retail displays create obstacles and impede accessibility. To create a more functional streetscape, a reorganization with clearly defined zones is needed, allowing these uses to coexist more harmoniously.

How important is this to you?
Place a sticker on the slider and add notes to a post-it to let us know what you think.



What we saw:



What we heard:

“I wish I could walk in a straight line without having to dodge sandwich boards or dodge unused patio fences in the winter.”
— 2025 Lonsdale Great Street Survey



A TOP most desired choice of respondents report that more pedestrian-friendly streets would make getting to, from, and around Central Lonsdale a better experience.

In response to “Which of the following improvements would make getting to, from, and around Central Lonsdale a better experience for you?” Other top choices were convenient parking options (22%) and a more vibrant shopping and dining experience (16%).

Opportunities:

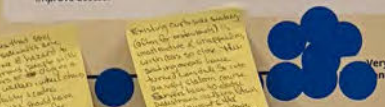
- Define dedicated zones: Clearly define edge zones, movement zones and furnishing zones to maximize the functionality of the street
- Allow for flexibility: Design adaptable areas that can accommodate different types of activities throughout the day, and across the year, such as temporary markets and events
- Prioritize clear and accessible pathways: Ensure sidewalks are clear of obstacles and have wide, accessible pathways for all uses, including those using assisted-mobility devices.
- Maintain accessible paving: Ensure smooth, even sidewalks free of obstacles and abrupt changes in grade, and incorporate tactile paving where appropriate.
- Create space for transit waiting areas: Consider integrating sidewalk extensions, like built-outs, for bus shelters to minimize congestion and improve access.

Businesses that spill out into the street, use markets with food displays, draw in browsers and trigger people passing by

Set up a flow to regulate the pedestrian space, use of outdoor boards and tables...

Clean up all those parklets on Lonsdale Ave. They are not helpful

Working on the sidewalk (from the intersection) with the use of a temporary street closure to create a pedestrian-friendly zone. The idea is to create a pedestrian-friendly zone that can be used for various activities throughout the day, and across the year, such as temporary markets and events.





PUBLIC REALM

Running Errands & Recreating in Central Lonsdale



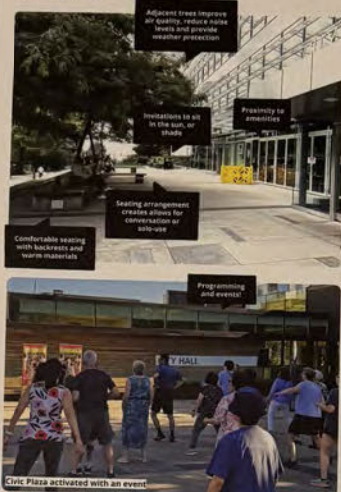
Lonsdale Avenue: What kind of street furniture would you like to see?

Lonsdale Avenue and adjacent open spaces have pockets of well-used seating that invite people to rest, socialize and people-watch. These are defined areas that pair seating with amenities, encourage conversation (talkscapes) and offer interesting views. They also provide a baseline level of comfort by reducing exposure to rain, wind, glare, noise and pollution – key to making spaces inviting.

While Lonsdale Avenue has plenty of seating, much of it is poorly placed— isolated from interesting views, exposed to traffic noise and fumes, and lacking comfort features like backrests or warm, tactile materials such as wood. Overall, the Open Streets parklets are underutilized, with their success largely dependent on their proximity to amenities. Thoughtful placement and design can enhance seating areas, making them more inviting and functional, and increasing the amount of time people spend on Lonsdale Avenue.

How important is this to you?
Place a slider on the slider and add notes to a post-it to let us know what you think.

What we saw:



Different types of seating can make diverse user groups

Inviting people to spend time on the street makes them more likely to spend money Lonsdale Avenue

Good seating
Moderate seating
Poor seating
Civic plaza (average amount of seating 21%)



What we heard:

A TOP most desired choice
would like to more places to sit and rest along Lonsdale Avenue.
In response to "What features would you like to see along Lonsdale Avenue?" Other top choices were street trees and plantings (6.7%) and public art (3.4%).

40%
Even though there has been an attempt to add curbside seating areas, it's not a particularly inviting area to sit and hang out."

— 2025 Lonsdale Great Street Survey

Opportunities:

- Provide diverse and inclusive seating options: Ensure a range of public seating types, from fixed benches with backrests to moveable chairs and seating edges.
- Create opportunities for socializing: Group seating in clusters to allow for both solo and group interactions.
- Colocate seating with amenities: Strategically locate seating near appropriate uses like cafes, cultural centres, transit areas and civic uses.
- Address basic and evolving needs: Offer essential amenities such as drinking water and public washrooms. Consider including amenities like WiFi and charging stations.
- Mitigate noise and emissions: Introduce plantings and trees as natural buffers.
- Reimagine Open Streets parklets: Improve their design, co-locate them with amenities.

Not important

Very important

Move Seating On sidewalk



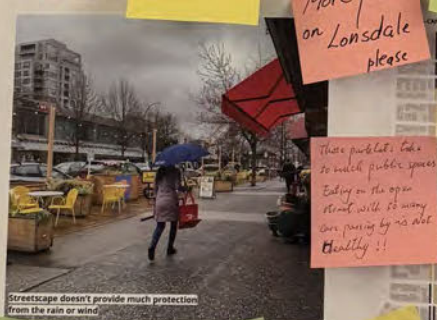
Lonsdale Avenue: How can we make evenings and all seasons more enjoyable?

With North Vancouver experiencing rain on average 150 days a year—almost half the time—Central Lonsdale must embrace all weather conditions, from wind and rain to sunshine, to truly reflect a weather-ready city.

While some buildings feature canopies or awnings, the majority of the public realm is not yet designed to protect people from the elements. Similarly, while vehicular traffic light fixtures and building lighting provide some illumination, there is a noticeable lack of pedestrian-focused, human-scaled lighting, leaving dark pockets or creating harsh contrasts. Combined with only 24% of businesses staying open past 8pm, the area's capacity to draw people to the street during evening hours is limited. The area's potential for vibrant, year-round activity, day and night, remains untapped.

How important is this to you?
Place a slider on the slider and add notes to a post-it to let us know what you think.

What we saw:



More comfort at patio safety

Like the parklet - better design tho.

Patio 5 not getting used

Well-lit, but only from ground-floor retail

Some areas rely on light from ground-floor businesses to illuminate the public realm.

Some blocks are only lit by vehicular traffic lights.

So we should eat and relax while sitting beside active traffic (buses + bikes)

Seating doesn't need to be reserved in public places. It can be used for other things. Cakes should provide what our space is for. Furniture for customers

What we heard:

A TOP most desired choice
would like to see better street lighting along Lonsdale Avenue.
In response to "What features would you like to see along Lonsdale Avenue?" Other top choices were street trees and plantings (6.7%) and places to sit and rest (4.2%).

56%
It would be nice to have some nice evening spaces, maybe a space that has live music, bingo nights, trivia, movie nights, just a place where people can connect without the pressure of having to buy something."

— 2025 Lonsdale Great Street Survey

20%
Respondents visit Central Lonsdale across all seasons:
95% Summer, 89% Fall, 92% Spring, 83% Winter

Opportunities:

- Provide weather protection: Install awnings, canopies, and shelter spaces for year-round comfort.
- Design for flexibility: Create adaptable spaces that can cater to different needs and uses throughout the day and across seasons.
- Enhance human-scale lighting: Employ lighting to improve visibility, sense of safety and create a welcoming evening atmosphere.
- Support an evening economy: Encourage businesses to extend operating hours.
- Promote outdoor gatherings: Create weatherproof spaces for everyday socializing and larger events.
- Seasonal and evening activity: Provide space for seasonal and evening programming, like winter markets, festivals and movie nights.
- Diversify retail offerings: Encourage a greater mix of businesses, that extend Lonsdale Avenue's appeal beyond daylight hours.

Like steam table, trees, shade + setback

Not important

Very important

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PUBLIC REALM

Running Errands & Recreating in Central Lonsdale



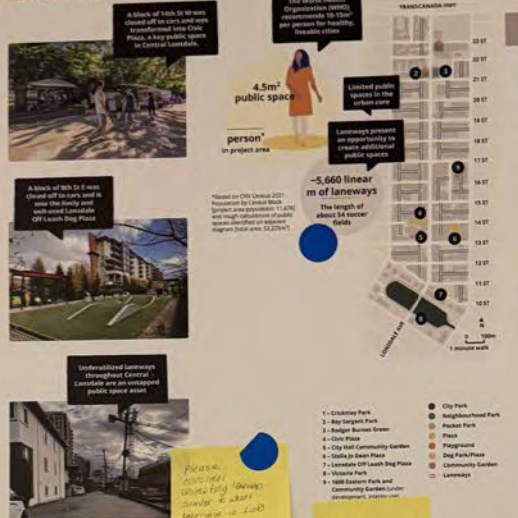
Central Lonsdale: How can we create public spaces for all ages and interests?

Central Lonsdale presents a unique demographic composition. While the average age is relatively young at 46, the area houses a higher proportion of seniors aged 65+ compared to neighbouring areas. Furthermore, 36% of families have children, contrasting with the 48% provincial average. This distinct makeup calls for a network of inclusive spaces that offer opportunities for a diverse range of ages and interests.

While Lonsdale Avenue acts as a vital spine, it cannot serve all needs on its own. Central Lonsdale lacks a cohesive network of public spaces that complement the streetscape and serve different users — spaces where children can play freely, teenagers can socialize, and seniors can relax and connect with their community. Activating underutilized laneways presents an opportunity to provide additional public spaces that help fill this gap, working to support an "age-friendly" city where everyone feels a sense of belonging.

How important is this to you?
Place a sticker on the slider and add notes to a post-it to let us know what you think.

What we saw:



What we heard:

33% would like to see more park / play areas in Central Lonsdale.

In response to "What kind of amenities would you like to see more of along Central Lonsdale?" Other top choices were local businesses and shops (55%) and food and beverage offerings (52%).

25% respondents stated their experience in Central Lonsdale would be improved by more public spaces and places.

In response to "Which of the following improvements would make getting to, from, and around Central Lonsdale a better experience for you?" Other top choices were convenient parking options (53%) and a more vibrant shopping and dining experience (45%).

66% There is lots of hiking, walking and sport fields but not a lot of spaces where families and friends can just hang out outdoors. I wish there were some nice parks for sitting, reading and enjoying a nice day."

— 2023 Lonsdale Great Street Survey

66% The library and civic plaza is the best public space in Central Lonsdale."

— 2023 Lonsdale Great Street Survey

66% Make better and more frequent use of Civic Plaza for artistic and cultural events"

— 2023 Lonsdale Great Street Survey

Opportunities:

- **Create a robust network of public spaces:** Establish a well connected and diverse network of public spaces by leveraging underutilized spaces, like laneways, or setbacks.
- **Design for all ages:** Create spaces with amenities and features that appeal to various age groups, from children and teens to seniors and those with mobility challenges.
- **Integrate play elements:** Incorporate interactive features, such as musical installations or climbable seating, that encourage exploration.
- **Provide youth-oriented spaces:** Offer dedicated social gathering areas and programming tailored to the needs and interests of teenagers.
- **Prioritize accessibility:** Ensure comfortable and accessible seating options for seniors and individuals with mobility-assisted devices.
- **Provide diverse programming:** Host events, such as outdoor movie nights, live music, or fitness classes, that appeal to a wide range of age groups.

What we saw:



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PUBLIC REALM

Running Errands & Recreating in Central Lonsdale



Lonsdale Avenue: How can we make buildings and public spaces work better together?

The relationship between building edges and the street greatly impacts the feel of Lonsdale Avenue. While small businesses contribute to vibrant, human-scale building edges, surface parking lots and blank walls leave inactive gaps that reduce pedestrian interest and engagement. Active facades, experienced at eye-level, not only feed people's need for stimuli – but they often offer invitations for people to linger.

Currently, only a few blocks feature consistently active facades, most notably between 13th and 17th Streets where storefronts connect interior spaces to the street, and retail activity spills onto the sidewalk, enriching the streetscape experience. Strengthening the connection between building edges and the public realm will support a more dynamic street.

How important is this to you?
Place a sticker on the slider and add notes to a post-it to let us know what you think.

What we saw:

A rhythm of active facades, experienced at eye-level, not only satisfy people's need for stimuli – they offer invitations for people to linger and engage with local businesses on Lonsdale Avenue.



What we heard:

TOP most important statement
48% feel it is important that Central Lonsdale is lively with businesses and commerce.

26% feel it is important that Central Lonsdale's Character is preserved and enhanced.
In response to "Which of the following statements about Central Lonsdale are important to you?" Other top choices were: "It is vibrant and active year round (day and night) and it is safe and welcoming for everyone (BIA)." and "It is a safe and welcoming for everyone (BIA)."

Survey respondents reported their favorite things about Central Lonsdale today:

“The many small mom and pop shops and markets.”
– 2023 Lonsdale Great Street Survey

“Central Lonsdale is vibrant and bustling, with a mix of restaurants, cafes, and shops that reflect the cultural diversity of North Vancouver.”
– 2023 Lonsdale Great Street Survey

Opportunities:

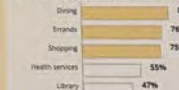
- **Ground-floor transparency:** Promote facade transparency in new developments to foster a connection between indoor and outdoor spaces.
- **Operable facades:** Encourage businesses, especially within new developments, to integrate operable windows that open up to the sidewalk.
- **Incentivize facade upgrades:** Encourage businesses to enhance their facades with grants, design assistance, or other incentives.
- **Integrate public art and greenery:** Transform blank facades with murals, public art, or green walls to add visual interest.
- **Activate side streets:** Draw interest and enliven the corridor by activating side streets with retail, food & beverage offerings or interactive art.
- **Ground floor design guidelines:** Establish clear standards for ground floor development, prioritizing transparency, activity, pedestrian amenities, and street integration.

What we saw:



What we heard:

Why do you typically visit:



“Should restrict banks, money exchanges, pharmacies, dentists and doctors from ground floor space. This space should be for local shops.”
– 2023 Lonsdale Great Street Survey

“The library and civic plaza is the best public space in Central Lonsdale. Community activations there are great.”
– 2023 Lonsdale Great Street Survey

Opportunities:

- **Develop a set of ground floor guidelines:** Prioritize ground-floor functions along Lonsdale Avenue that actively engage with the streetscape, and limit those that do not.
- **Open up arts & cultural institutions:** Encourage galleries and theatres at street level to turn their buildings “inside out” to express their values and program on the street.
- **Expand outdoor programming:** Support temporary or permanent sidewalk activations, like cafe patios, pop-up markets, and cultural events that spill into the public realm.
- **Support outdoor dining:** Allow more space for sidewalk cafes and curbside patios, encourage heated patios, wind barriers and covered seating to extend it year-round.



Lonsdale Avenue: What makes a great amenity?

A diverse mix of neighbourhood-serving amenities shapes public life along Lonsdale Avenue in different ways. Some ground floor uses, like restaurants, cafes, bars/bistros, and small-scale retail shops, actively engage the street—offering visual interest, opportunities for people-watching, and invitations to linger.

Other ground floor uses along Lonsdale Avenue, including banks, pharmacies, and health clinics, are contributing less to street vitality today. Setback entrances and opaque facades create inward-focused spaces, missing opportunities to connect with passersby.

Better regulation of ground-floor uses can encourage more street-facing functions that foster an engaging and dynamic streetscape.

How important is this to you?
Place a sticker on the slider and add notes to a post-it to let us know what you think.

Not Important

Very Important



LANDSCAPE

Connecting to Nature & Cultural Heritage



Lonsdale Avenue: How can we protect the Wagg Creek Watershed?

Central Lonsdale is situated within the Wagg Creek watershed – the most dominant drainage area in the City of North Vancouver and one susceptible to the region's recent increase in flooding.

17 rain gardens and one green roof on Lonsdale Avenue provide 3,630m² of permeable surface and filter rainwater onsite, contributing to the City's goal to improve stream and riparian health and water quality. However, the majority of Lonsdale Avenue remains impervious, as a result sending untreated stormwater directly into the watershed.

What we saw:



What we heard:

"I love the rain gardens that go up Lonsdale Avenue."
— 2023 Lonsdale Great Street Survey

"I would like improved drainage. When it rains, the streets become flooded and very difficult to cross."
— 2023 Lonsdale Great Street Survey

Opportunities:

- Maximize green infrastructure: Incorporate rain gardens, bioswales, and green roofs to capture and treat rainwater on site, working to integrate these features with existing underground utilities.
- Optimize existing rain gardens: Enhance the performance and aesthetic appeal of existing rain gardens through regular maintenance, targeted plant selection, and design improvements.
- Explore pervious surfaces: Investigate the feasibility of using permeable paving materials in sidewalks and plazas to reduce untreated runoff and enhance groundwater recharge.
- Optimize the right-of-way: Explore opportunities to reduce on-street parking in strategic locations to create space for rain gardens, bioswales, and other green infrastructure elements that enhance ecological function and improve the pedestrian experience.

How important is this to you?
Place a sticker on the slider and add notes to a post-it to let us know what you think.



Not important

Very important



Central Lonsdale Laneways: What's the potential for our laneways?

Lonsdale Avenue is surrounded by a network of laneways that support the essential services that make day-to-day life in the neighbourhood tick – garbage pickup, delivery, drop-off.

Currently, these laneways are primarily service corridors and occasionally serve as pedestrian short-cuts. The ubiquity of these laneways provides an untapped opportunity to expand both green infrastructure and public space in the neighbourhood through the integration of pocket parks, rain gardens, safe walking routes, restaurant patios and gathering spaces.

What we saw:



Opportunities:

- Determine potential laneways for pedestrian-focused activation: Create destinations along strategically chosen laneways that allow for safe pedestrian passage and an extension of programming and activity, while ensuring space for essential services to run smoothly.
- Further support service-focused laneways: work with institutions, business owners and residents to optimize trash pickup, delivery, drop off etc.
- Integrate wayfinding: Provide clear wayfinding that invites pedestrian activity into laneway walking routes and destinations.
- Improve lighting: to increase safety, wayfinding and inviting atmosphere in the laneways.
- Prioritize accessibility: keep pedestrian-focused laneways free of obstacles and uneven terrain.
- Integrate green elements into laneways: Introduce landscaping, green walls, and stormwater management features to enhance the ecological function and aesthetic appeal of laneways.
- Pocket parks: With the current traffic flows, there may be opportunities to dead-end some quieter streets to accommodate new pocket parks, leveraging laneway space.

How important is this to you?
Place a sticker on the slider and add notes to a post-it to let us know what you think.



Not important

Very important

Handwritten notes on post-it notes:

- "Laneways are a great way to activate laneways"
- "Laneways will be a new requirement when building new buildings. They will have to be built into new buildings and old buildings may need to be renovated"
- "Laneways are a great way to activate laneways"
- "Laneways are a great way to activate laneways"

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LANDSCAPE

Connecting to Nature & Cultural Heritage



Central Lonsdale: How can we celebrate our natural and cultural heritage?

Nestled amidst a stunning natural landscape with dynamic topography that affords views of the North Shore mountains and Burrard Inlet, Central Lonsdale is a unique place. Though, present views to the surrounding landscapes are seldom along Lonsdale Avenue, and often obstructed by buildings and tree canopies.

The region is layered with a rich cultural heritage of the Skwxwú7mesh (Squamish) and Salilwata7/Selilwutlh (Tsleil-Waututh) Nations, still active in the community today, and also home to a significant Iranian population (17.3%). Despite this cultural diversity, indigenous and cultural expression in the public realm is limited, leaving room for improved connections to the both environmental and cultural contexts.

What we saw:



What we heard:



21%

#TOP most desired outcome
feel it is important that Central Lonsdale reflects and celebrates local communities and cultures.
In response to "Which of the following statements about Central Lonsdale are important to you?" Other top statements were it is vibrant and active year round (54%) and it is safe and welcoming for everyone (54%).

Let's make the most of our amazing location. That's what differentiates us from other communities. I don't think we want to be a stylish but generic shopping street."
—2023 Lonsdale Great Street Survey

Opportunities:

- Celebrate ecological context:** Provide opportunities through art, sensory installations and view corridors to connect with local ecology.
- Incorporate native plantings:** Integrate native plants into streetscapes and green spaces to restore the native biome and create a stronger sense of place.
- Incorporate cultural elements:** Partner with Skwxwú7mesh (Squamish) and Salilwata7/Selilwutlh (Tsleil-Waututh) Nations to incorporate cultural elements, such as native gardens, artwork and indigenous knowledge into public spaces.
- Cultural visibility:** Highlight cultural diversity through public art and relevant events.

How important is this to you?

Place a sticker on the slider and add notes to a post-it to let us know what you think.



Not important

Very important



Lonsdale Avenue: Planting, care, and growth - How can we support a healthy tree canopy?

Urban forests are essential for climate resilience - they maintain habits, preserve biodiversity and reduce urban heat island effects. Street trees in Central Lonsdale are also an essential component of the public realm, enhancing the pedestrian experience by providing shelter from harsh sunlight and rain, improving air quality, and absorbing noise pollution.

However, with 58% of trees in poor or declining condition, the current canopy cover of 16% falls short of the City's goal of 24% by 2035. Additionally, columnar tree species and restrictions imposed by underground utilities contributes to significant gaps in canopy cover along the street leaving pedestrians exposed to weather, fumes and noise.

What we saw:



But:

There are some incredible mature trees already along, and around, Lonsdale Avenue.



What we heard:



21%

#TOP most desired outcome
feel it is important that Central Lonsdale reflects and celebrates local communities and cultures.
In response to "Which of the following statements about Central Lonsdale are important to you?" Other top statements were it is vibrant and active year round (54%) and it is safe and welcoming for everyone (54%).

41%
feel it is important that Central Lonsdale is lush with trees and greenery
In response to "Which of the following statements about Central Lonsdale are important to you?" Other top statements were it is vibrant and active year round (54%) and it is safe and welcoming for everyone (54%).

Opportunities:

- Prioritize tree care:** Implement a comprehensive tree care program that includes regular inspections, pruning, and disease management to address street trees in poor or declining health.
- Expand planting opportunities:** Utilize the generous laneways and potential new pocket parks to increase canopy cover and create a more connected urban forest.
- Select appropriate species:** Prioritize trees with larger, rounded canopies to provide more shade and weather protection, while favoring species native to the region to restore habitats and biodiversity.
- Foster community stewardship:** Partner with local organizations, First Nations, and residents to establish volunteer tree care programs, community gardening initiatives, and educational workshops that promote environmental awareness and responsibility.

How important is this to you?

Place a sticker on the slider and add notes to a post-it to let us know what you think.



Not important

Very important

More Indigenous Representation

Save existing trees & ecosystems

Edible plants + trees

Prioritize tree care and using native & regional plants (e.g. Douglas fir, etc.)

Prioritize tree canopy in laneways



PUBLIC REALM & LANDSCAPE

Tell us your thoughts & ideas!

Q

What would make Lonsdale Avenue feel more comfortable for pedestrians? What changes would make you want to spend more time there?

covered seating area (25)

more color (brick etc)
pedestrian-only side streets

Parking: A large central place to park in spaces that are affordable and not too small

Parking between a main corridor is important for shopping & services, and also supports routes while not blocking transit, long, narrow, single lot parking is not ideal for a main corridor

sidewalk materials (cracks, uneven) could there be more materials

Less cars/trucks

on Lonsdale, less heavy traffic to allow for (and less stress) side streets, stop 3 minutes

Foods and Restaurants

walking is a stroller but as comfortable as it should (slow down the challenge)

Q

What's missing in Central Lonsdale? What kinds of open space activities would make it a better place - in all seasons and into the evening?

Indoor Park Space for bad weather, refreshment breaks, etc. (e.g. in Garden on Strathcona Ave downtown Calgary)

More events Civic Plaza

Separated bike lanes

Small businesses bring unique character, products & services to the community. Chains & franchises bring a more consistent & professional appearance.

Art classes for kids

playground and game tables for kids & teens

more green spaces

MORE VIBRANT AT NIGHT

Q

Is there anything else you'd like to share with us?

When you have a GREAT PLACE THAT FOSTERS COMMUNITY INTERACTIONS, IS ATTRACTIVE, SAFE, COMFORTABLE, WITH A MIXTURE OF ACTIVITIES, WHERE PEOPLE WANT TO RETURN AGAIN & AGAIN, THE RETAIL OPPORTUNITY EMERGES

make better use of public plaza

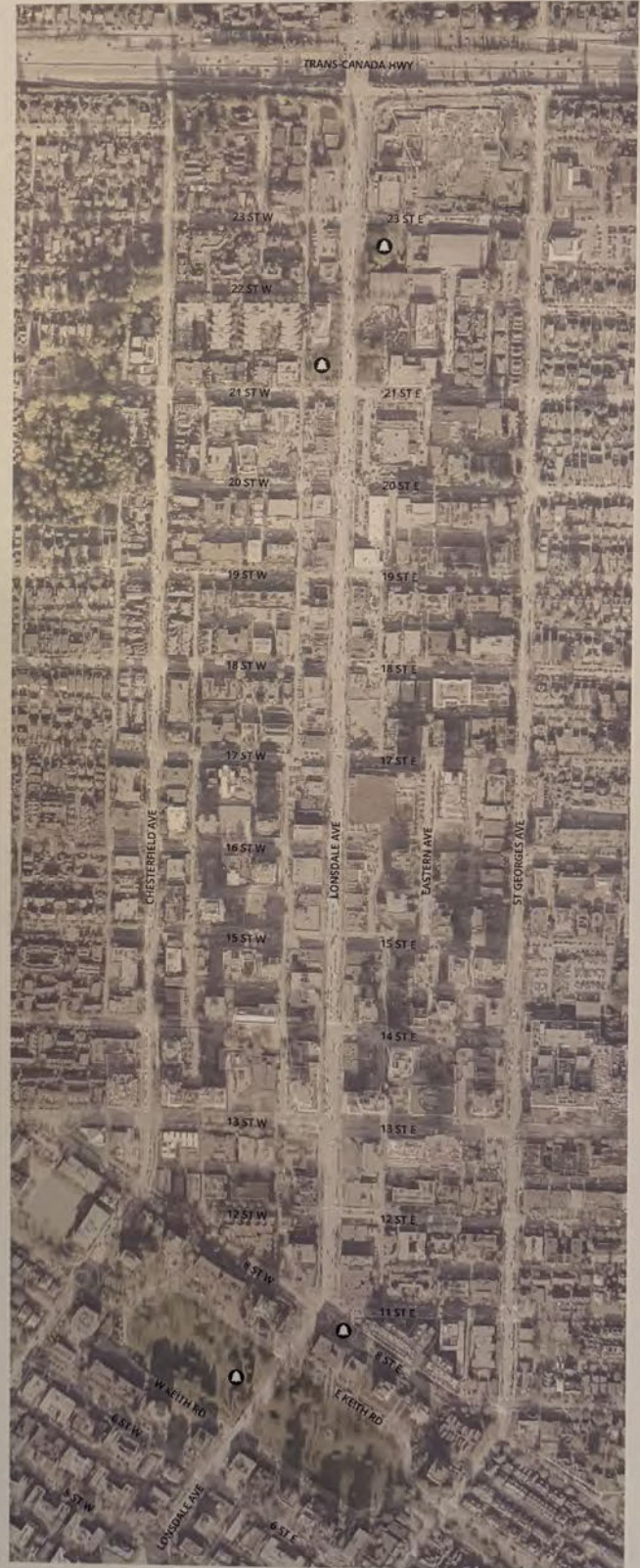
Open a Social Media space (Lonsdale Street) could be the best group as we are not isolated if social media and the community

PUBLIC ART/ VISUAL ART → LESS CORPORATE

please provide more free parking spaces

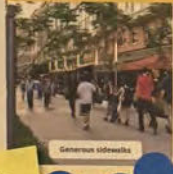
Business community suggestions

Plaza Seating w/ cafe



Inspiration Images

All day, all year street



Generous sidewalks



Pedestrian friendliness



Human-scale lighting



Evening activity



After-hours hangout spots



Overhead weather protection



Covered outdoor dining



Indoor public spaces

Reduced parking & free up Road.

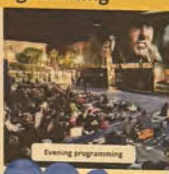
Events and programming



Local markets and fairs



Live performances



Evening programming

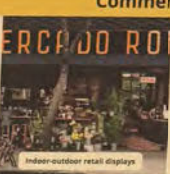


Seasonal programming

Commercial edges



Integrated commercial signage



Indoor-outdoor retail displays



Collective patios



Integrated patio design

Types of public spaces



Pocket parks



Community gardens



Dog parks



Small scale plazas



Play spaces



Active recreation



Living lanes



Commercial laneways

Seating



Seating near amenities



Comfortable benches



Social seating clusters



Flexible and movable seating



Playful seating

Amenities & wayfinding



Public washrooms



Public water fountains



Pedestrian wayfinding

Trees and green infrastructure



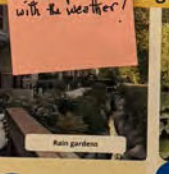
Street trees



Native plantings



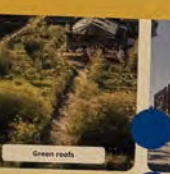
Pockets of green



Rain gardens



Permeable surfaces



Green roofs



Green facades



Green edge zones

Place stewardship



Engagement with nature



Walking tours



Interactive art



Art installations



Cultural representation



Signage with stories of people and place



Murals



Lighting installations

Public art and installations

Move to the sun or the shade or rain protection with the weather!

COASTAL DRIVE



LAND USE & PLANNING

Living & Working in Central Lonsdale



Shaping Central Lonsdale: What role will Lonsdale Avenue play?

As Central Lonsdale continues to grow, future development could reinforce this established pattern of clustered uses, strengthening the existing nodes while expanding their capacity and concentrating complementary functions. Alternatively, a networked approach would distribute amenities and commercial activity more evenly across the site, improving convenience for residents by reducing distances to everyday services, fostering mixed-use development and enhancing connectivity. Strategic planning is essential for Central Lonsdale's future growth and will shape its long-term livability and economic vitality, whether through reinforcing its existing clusters or embracing a more dispersed, networked framework.

What we saw:



What we heard:

A TOP most important statement
48% feel it is important that Central Lonsdale is lively with businesses and commerce.

26% feel it is important that Central Lonsdale's character is preserved and enhanced.

In response to "Which of the following statements about Central Lonsdale are important to you?" Other top choices were it is vibrant and active year-round (24%) and it is safe and welcoming for everyone (24%).

Q: What is your favourite thing about Central Lonsdale today?

A: "The density of small, local businesses. The fact that there are so many unique shops and it's not full of cookie-cutter brands we see everywhere - it is not a 'high street' with high-end shopping, but a reflection of the local community."
- 2023 Lonsdale Great Street Survey

Opportunities:

- **Support a vibrant mixed-use spine:** Establish a lively and continuous mixed-use core by prioritizing the ground floor experience along Lonsdale Avenue and filling gaps in where facades are less active.
- **A networked experience:** Seize the opportunity to extend public life and activations beyond the linear core and develop a networked neighbourhood.
- **Harmonious transitions:** Use building height and zoning to create a seamless transition between Lonsdale and surrounding neighbourhoods.
- **Strategic site activation:** Focus redevelopment efforts on key sites along Lonsdale Avenue and within the adjacent zones to create exciting mixed-use hubs that support both the commercial spine and the surrounding neighbourhoods.
- **Enhance connectivity between activity clusters:** Reinforce Lonsdale Avenue as a central, unifying element of the community by improving pedestrian and multi-modal connections between the health and civic areas to the south, cultural and recreational areas to the north, and the residential areas in between.

How important is this to you?

Place a sticker on the slider and add notes to it post-it to let us know what you think.



Not important

Very important



Can simpler planning policies create better communities?

The prevalence of Comprehensive Development (CD) Zones reinforces a site-by-site approach to planning, potentially hindering a unified vision for the corridor. Updating the Zoning Bylaw to reflect a more integrated and strategic approach for Central Lonsdale could support many goals for this area, such as better public space, livability, and more housing choices. At the same time care needs to be taken to make sure that small businesses can continue to thrive on Lonsdale even as development takes place.

What we saw:



What we heard/saw:

A TOP most desired choice
41% feel it is important that Central Lonsdale is more pedestrian friendly with more landscaping and amenities.

In response to "Which of the following improvements would make getting in, from, and around Central Lonsdale a better experience for you?" Other top choices were consistent parking options (25%) and a more vibrant shopping and dining experience (20%).

More density! Central Lonsdale can be planned to allow for vibrant, ground floor retail and commercial space with residential and office spaces above while retaining view shafts and natural light.
- 2023 Lonsdale Great Street Survey

Opportunities:

- **Form-based zoning:** Form-based zoning overlays guide development and reinforce area character. A building height framework can offer greater control over urban form than FSR (Floor Space Ratio).
- **OCP density bonuses:** Density bonuses tied to community benefits (affordable housing, art, sustainability) incentivize desired development aligned with OCP goals.
- **Street activation metrics:** Linking mixed-use incentives to performance metrics (active frontage, business types, plaza design) optimizes street activation.
- **Measurable pedestrian standards:** Design standards with measurable outcomes (sidewalks, trees, facades) enhance the pedestrian realm.
- **Integrated public realm:** A city-led public realm strategy, potentially a Comprehensive Plan, creates a cohesive network of public spaces.

How important is this to you?

Place a sticker on the slider and add notes to it post-it to let us know what you think.



Not important

Very important



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LAND USE & PLANNING

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Central Lonsdale's Future Skyline: How should it look?

Building heights play a defining role in Lonsdale Avenue's character, shaping views, and influencing the pedestrian experience. While a range of building heights can support greater density and population growth, careful management is essential to preserve neighbourhood character, protect mountain and ocean views, and enhance the experience at eye-level.

As the City of North Vancouver updates its Official Community Plan (OCP), there is an opportunity to establish a more coherent building height framework. This framework can promote seamless transitions between different zones, safeguard important view corridors, support growth objectives, and expand affordable housing options.

Tall bldgs need to be set back to allow sun + limit wind for seating + ped. areas

do we need more parking? how many cars? how many bikes? how many scooters? how many...?

How important is this to you?
Place a sticker on the slider and add notes to a post-it to let us know what you think.



Not important

What we saw:



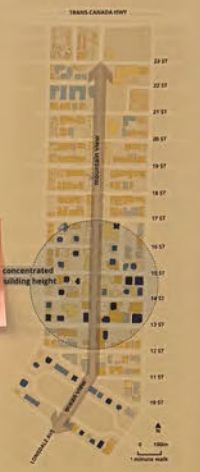
Corridor frames mountain views



Concentrated building heights within the urban core

Love the relative mountain frame. Define context city!

1 Storey
2 Storeys
3 Storeys
4 Storeys
5 Storeys
6-8 Storeys
10-14 Storeys
15-19 Storeys
20-24 Storeys



What we heard:

Please please keep the view to the mountains open.

Restrict building heights along Lonsdale so it doesn't become a sun / light starved canyon.

Opportunities:

- **Graduated height transitions:** Graduated building heights, stepping down from the Urban Core to surrounding neighbourhoods, can create a more harmonious and visually interesting skyline.
- **View corridor protection:** Establishing precise height limits, informed by thorough view analysis, is essential to protect key vistas and preserve valued public views.
- **Daylight and sunlight access:** Careful consideration of building heights is necessary to ensure adequate daylight and sunlight access for both public spaces and adjacent properties, contributing to a comfortable pedestrian environment.
- **Contextual height limits:** Height limits tailored to the specific context of each area within Lonsdale, taking into account factors like street width, existing building heights, and proximity to transit and other amenities, will result in a more integrated and cohesive urban fabric.

Keep towers in the Centre: 12th to 17th. Keep the Centre focused! Step down beyond that!

Smaller scale 11-13th floor + 14th floor Skyline!



Beyond the facade: What makes a building engaging?

Central Lonsdale's mix of existing buildings and potential for future growth presents an opportunity to improve how buildings interact with the street, particularly at ground level. While the variety in building design adds to the neighbourhood character, inconsistent design approaches can lead to a disjointed experience at eye-level. Careful attention to edge conditions can improve liveability, support local businesses and create a more walkable community. Residential edges should balance privacy with street connection, to both provide a sense of safety and contribute to street life, while commercial edges should activate the street with engaging ground floor uses. Establishing clear guidelines will help create a more cohesive streetscape that strengthens the vital relationship between buildings and the public realm while allowing for architectural diversity.

How important is this to you?
Place a sticker on the slider and add notes to a post-it to let us know what you think.



Not important

What we saw:



Porosity between the public and private realms enhance the pedestrian experience and could foster sense of community.



Silver Harbour Centre uses a change in height and varied native plantings to provide privacy.



Ornamental landscape setbacks don't support local ecology.

Keep the building's connection to the street.

Show the building's connection to the street. Use a variety of materials and textures to create a sense of place.

Opportunities:

- **Active frontage build-to-lines:** Build-to-lines, combined with active ground-floor uses, create more engaging and pedestrian-friendly street edges.
- **Pedestrian scale articulation:** Upper-story setbacks and other articulation strategies contribute to human-scaled street walls, enhancing pedestrian comfort and access to light.
- **Integrated corner plazas:** Corner plazas, designed as parts of new developments, provide valuable public space and improve pedestrian flow at key intersections.
- **Building bulk management:** Thoughtful management of building bulk and scale transitions, particularly in areas of varied density, contributes to a more harmonious and visually appealing streetscape.
- **Architectural diversity within a framework:** Encouraging architectural diversity within a framework of cohesive design guidelines allows for individual expression while ensuring a harmonious streetscape character.

Very important

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LAND USE & PLANNING

Living & Working in Central Lonsdale



Shaping the Northern Gateway: What's the right mix?

The Northern Gateway has the potential to become a vibrant mixed-use community anchored by the new recreation centre, Centennial Theatre, and Gordon Smith Gallery. However, this potential is hampered by several factors. The area includes mostly low-rise residential buildings, single-use commercial sites, and older buildings reliant on surface parking. This existing mix of uses lacks dedicated mixed-use commercial development. The OCP allows for building heights up to 30 storeys on the Harry Jerome lands—the highest in Central Lonsdale. This potential density requires careful consideration to ensure it contributes to a positive public realm and respects mountain views. Furthermore, the area faces challenges with underutilized parking, freeway noise, and a fragmented development pattern due to reliance on CD zones.

What we saw:

Housing oriented around important recreational and cultural uses, with large setbacks and greenspace.



Opportunities:

- **Cohesive form and character:** A comprehensive set of form and character guidelines, rather than individual CD zones, can guide redevelopment, ensuring a harmonious urban fabric and mitigating the risk of disjointed architectural expression.
- **Integrated cultural and recreational amenities:** New development has the opportunity to integrate with existing cultural and recreational amenities, such as the new recreation centre, Centennial Theatre, and Gordon Smith Gallery, creating a vibrant cultural hub.
- **Optimized density and height:** Revising the density and building height framework, potentially allowing for greater density and building heights near key amenities, and focusing on infill development at sites with existing car-oriented uses, can support a more vibrant mixed-use community.
- **Fine-grained commercial landscape:** Supporting finer-grained commercial retail units (CRUs) in new development can provide more pedestrian-focused activation throughout the day, catering to the needs of residents, visitors, and cultural venues.
- **Diverse mix of uses:** Encouraging a diverse mix of uses, including residential, commercial, and community spaces, creates a more vibrant and resilient neighbourhood, providing residents with easy access to a range of amenities and services.

How important is this to you?
Place a sticker on the slider and add notes to a post-it to let us know what you think.

Not Important

Very Important



The Village: How do we create a more walkable neighbourhood?

The Village has a unique character with its mix of stores and homes, but is challenged in creating a truly pedestrian-friendly environment. Some large sites disrupt the pedestrian realm with large surface parking lots. Older buildings reliant on surface parking add to this challenge. Current zoning (C-2) allows for a mix of uses, but the permitted floor area restricts building heights and scale of development. Additionally, small lots further hinder redevelopment. This limits the potential for a more vibrant mix of uses to be added to this area, as envisioned by the Official Community Plan (OCP). Redevelopment of the two large sites presents an opportunity to create a more cohesive public realm. To be successful, this could consider underground parking, anchor tenants, and laneway servicing to support both existing and new businesses.

What we saw:

Low-density, single-use commercial surrounded by mid-rise housing with large setbacks, parking lots and big box commercial uses.



Opportunities:

- **Optimize density and building form:** The current C-2 zoning could be revised to encourage greater building heights and a more diverse mix of building forms, contributing to a more defined and active street edge.
- **Transform key redevelopment sites:** The future redevelopment of specific sites offers a significant opportunity to enhance the public realm and provide valuable community amenities.
- **Incentivize infill development:** Density bonus provisions could be strengthened to encourage infill development up to 6-storeys, or even 8-storeys, subject to tenure and community amenity considerations.
- **Address parking and servicing:** Future redevelopment could carefully consider parking and laneway servicing needs, exploring innovative solutions like shared parking facilities, promoting alternative transportation options, and optimizing laneway design to support both residential and commercial uses.

How important is this
Place a sticker on the slider and to a post-it to let us know what you think.

Not Important

Very Important

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LAND USE & PLANNING

Living & Working in Central Lonsdale



Urban Core: How do we balance density with a vibrant public realm?

The Urban Core is the most intensely developed part of Central Lonsdale, with a mix of high-rise residential, commercial, and institutional uses, as well as a significant concentration of fine-grain retail. However, the existing land use framework, with its mix of zones and reliance on Comprehensive Development (CD) zones, can lead to inconsistencies in building heights and setbacks and as a result, a varied pedestrian experience. A more unified approach, aligned with the Official Community Plan (OCP) designations could ensure a more cohesive and human-centred environment that balances density with a vibrant public realm. Additionally, Chesterfield and St. Georges Avenues could better support commercial activity and building height transitions. Exploring the potential for road closures in certain areas could further enhance street activation in this high-density part of Central Lonsdale.

What we saw:

Higher density mixed-use supported by larger anchor commercial tenants with fine grain businesses moved in.



Opportunities:

- **Optimized density and height for housing diversity:** Reviewing the height framework to support greater dwelling unit flexibility and exploring density/height bonuses could incentivize a wider range of housing options.
- **Incentivize mixed-use development along Lonsdale:** Incentivizing mixed-use projects along Lonsdale Avenue could create a more vibrant and active streetscape, drawing people in and activating the area.
- **Form and character guidelines with a focus on daylight and space quality:** New Form and Character DP Guidelines, with a strong focus on daylight/sunlight impacts and the quality of amenity spaces, could ensure that development contributes positively to the public realm.
- **Laneway activations and road closures:** Reimagining the laneway network as pedestrian-friendly spaces and consider strategic road closures in higher-density areas to expand the public realm and create pedestrian-only zones to provide opportunities for community events and activities, enhancing the social and cultural vitality of the area.

How important is this to you?

Place a sticker on the slider and add notes to a post-it to let us know what you think.



Not Important

Very important



Southern Gateway: What kind of welcome do we want to create?

The Southern Gateway, anchored by Victoria Park, is the first impression for many visitors to Central Lonsdale. Spanning from 10th Street to 13th Street, the Southern Gateway contains a mix of large-scale commercial and mixed-use developments surrounded by residential buildings.

Currently, this area suffers from intermittent ground level retail which reduces commercial vibrancy and pedestrian activity. Reimagining the role of Victoria Park, introducing active street frontages, and strengthening connections to the Urban Core provides an opportunity to create a vibrant and welcoming arrival experience that sets the stage for a memorable visit to Lonsdale.

What we saw:

Low-density, single-use commercial surrounded by mid-rise housing with large setbacks, parking lots and big box commercial uses.



Opportunities:

- **Catalyze redevelopment:** A new density and height framework could support the redevelopment of older low-to-mid-rise buildings, incorporating underground parking to alleviate on-street pressures.
- **Activate key intersections:** Redevelopment of key corner sites at Lonsdale Avenue and 13th and 12th Streets offers a prime opportunity to improve public realm activations.
- **Enhance commercial frontages:** Strategies to enhance commercial frontages could include new development, storefront improvements, and attracting a diverse mix of businesses.
- **Strengthen pedestrian connections:** Prioritizing pedestrian connectivity through a safe and inviting pedestrian realm can better link the Southern Gateway to the rest of Central Lonsdale.
- **Activate Victoria Park:** Increasing programming in Victoria Park could make it a more vibrant destination.
- **Create a sense of arrival:** Thoughtful design can signal arrival to Central Lonsdale by incorporating public art, signage & wayfinding that reflect the neighbourhood identity.

How important is this to you?

Place a sticker on the slider and add notes to a post-it to let us know what you think.



Not Important

Very important

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ECONOMIC ASSESSMENT

Working and Doing Business in Central Lonsdale

Central Lonsdale: How do we keep our retail scene thriving?

Central Lonsdale's 512,000 SF retail market boasts a remarkably low 0.1% vacancy rate—the lowest in five years and significantly below other popular commercial areas. Healthy rental rates, ranging from \$45-\$55 per square foot for ground-floor spaces, further demonstrate the strength of the retail market. Smaller spaces, between 800 and 1,200 square feet, are particularly in-demand, reflecting the human scale and pedestrian-friendly nature of the area. While consumer spending has seen a slight dip recently, the overall health of the retail market in Central Lonsdale remains strong. This presents a unique opportunity to build on this success and further enhance the area's appeal as a preferred shopping and dining destination.

What we saw:



Opportunities:

- **Retail space variety:** Ensure variety in retail spaces to allow for affordability and a diversity of business types.
- **Uncover hidden retail:** Activate laneways to create unique retail experiences at affordable rental rates.
- **Facilitate pop-up opportunities:** Identify locations for pop-up retail and temporary markets to foster small and independent businesses.
- **Promote flexible leasing arrangements:** Explore options like short-term leases and shared commercial kitchens to lower barriers to entry for smaller businesses.
- **Encourage adaptive reuse:** Incentivize the conversion of underperforming spaces, such as upper floors of existing buildings, into vibrant commercial destinations.

How important is this to you?

Place a sticker on the slider and add notes to a post-it to let us know what you think.

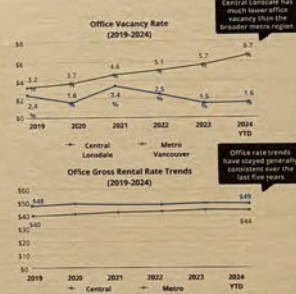
Not Important

Very Important

Central Lonsdale Offices: How can we build on our success?

This positive performance is evident in the consistently low vacancy rates, which have remained between 1% and 3% since 2019, while vacancy rates in the broader Vancouver region have doubled. This stability is partly due to the diverse mix of office spaces, including smaller medical offices that have proven resilient to recent economic shifts. The strong performance of the retail market along the corridor also contributes to the desirability of office space in the area, creating a vibrant and amenity-rich environment for employees and clients. Stable rental rates, averaging between \$48 and \$49 per square foot, are approximately 25% above the regional average, further demonstrating the strength of Central Lonsdale's office market.

What we saw:



Opportunities:

- **Optimize the public realm for office workers:** Create inviting public spaces that cater to the needs of office workers, such as outdoor workspaces, shaded plazas for lunchtime gatherings, and convenient access to amenities.
- **Enhance connectivity and accessibility:** Invest in transportation infrastructure to ensure Central Lonsdale remains an attractive and accessible destination for businesses and their employees.
- **Promote innovation and collaboration:** Attract and support businesses in growth sectors, such as technology and creative industries, to foster a culture of innovation and collaboration within the office community.
- **Cultivate a synergistic ecosystem:** Encourage a mix of businesses that complement the office sector, such as restaurants, cafes, groceries and fitness studios, to create a vibrant and convenient environment for office workers.

How important is this to you?

Place a sticker on the slider and add notes to a post-it to let us know what you think.

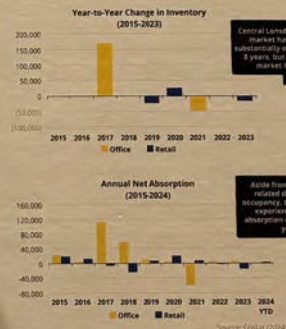
Not Important

Important

Central Lonsdale Retail: create more space for small businesses?

Central Lonsdale has experienced significant growth in recent years, but the amount of retail space hasn't kept up, creating an opportunity for new development. Despite strong population growth and a healthy business environment, Central Lonsdale's total retail square footage has not increased over the past decade. This has led to pent-up demand for retail spaces, particularly smaller footprints that better fit the character of Central Lonsdale and its mix of independent businesses. This scarcity has put upward pressure on rental rates. However, it also presents an opportunity for new development that can provide much-needed retail space while contributing to the vibrancy of Central Lonsdale. This will not only benefit businesses but also enhance the experience for residents and visitors, who will have access to a greater diversity of shops and services.

What we saw:



Opportunities:

- **Strategic growth:** Grow the retail market to match positive absorption and demand for spaces.
- **Guide development:** Establish design guidelines that encourage smaller retail footprints and diverse storefronts.
- **Support subdivision:** Offer incentives for subdividing larger retail spaces.
- **Promote shared spaces:** Encourage the co-existence of multiple businesses within a storefront.
- **Activate the public realm:** Integrate art, murals, and cultural programming to enhance retail spaces and storefronts.
- **Protect legacy businesses:** Implement programs to support and protect long-standing businesses.
- **Foster independent businesses:** Make space for small businesses that make Central Lonsdale a vibrant place.

How important is this to you?

Place a sticker on the slider and add notes to a post-it to let us know what you think.

Not Important

Very Important



ECONOMIC ASSESSMENT

Working and Doing Business in Central Lonsdale



Central Lonsdale Businesses: How can we ensure continued growth and success?

Central Lonsdale boasts a diverse and growing business community, with approximately 500 businesses currently operating in the area. Nearly 100 new businesses opened in 2024, exceeding the number of openings in 2020. This growth is largely driven by the health and wellness sector.

Interestingly, while health and wellness businesses are the largest business type in the area, our survey revealed that most people visit Central Lonsdale to dine. This highlights the diverse appeal of the area.

Despite a slight dip in retail sales in 2024, overall sales grew by 3.3%, demonstrating the resilience of the local economy. This growth is attributed to strong spending in sectors like professional and medical services, even outperforming Downtown Vancouver.

How important is this to you?

Place a sticker on the slider and add notes to a post-it to let us know what you think.



What we saw:



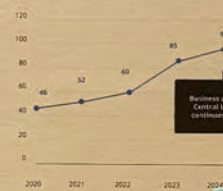
Business Composition Mix



The majority of the mix is comprised of health and wellness services.

Need more diverse business mix (lawyer, accountant, etc.) and parking

Issued Business Licenses by Year



Business activity in Central Lonsdale continues to grow.

Licensing data includes all businesses located in Central Lonsdale, including waterfront businesses and office building tenants. Source: City of North Vancouver

What we heard:



81% respondents typically visit Central Lonsdale to dine at restaurants and cafes.



76% respondents typically visit Central Lonsdale for health and wellness services.



55% respondents typically visit Central Lonsdale for health and wellness services.

"It would be nice to have a greater variety of shops - a book shop, a stationery and gift shop, a local specialty coffee shop like Thomas Hess, a quaint wine bar..."
- 2023 Lonsdale Great Street Survey

Opportunities:

- **Diversify retail:** Attract a wider including food & beverage, arts, evening destinations.
- **360 amenities:** Provide all-round retail amenities to meet the needs of residents and visitors alike.
- **Facade guidelines:** Implement guidelines to ensure businesses activate the public realm.
- **Create destinations:** Augment neighbourhood-serving commerce with destination dining and retail that will attract visitors and residents alike.

To encourage small businesses to thrive, we should consider incentives like lower taxes or rent.

I agree that high rents are a barrier to small businesses.



Central Lonsdale: How can we ensure new development enhances our community?

Central Lonsdale is experiencing a period of exciting growth and transformation, attracting new investment, residents, and businesses. This growth is fueled by strong market fundamentals and the area's appeal as a vibrant and amenity-rich community. Over the next decade, Central Lonsdale is anticipated to see a 20% increase in population, adding 4,500 new residents¹. This growth is evident in the numerous developments underway, including six new projects that will add 583 units of housing. These new residents will further support the existing businesses and create opportunities for new businesses to thrive.

As Central Lonsdale continues to evolve, it's important to ensure that new developments complement and enhance the character of the area.

¹ Central Lonsdale Scavenger Assessment (Collins, 2023)

How important is this to you?

Place a sticker on the slider and add notes to a post-it to let us know what you think.



What we saw:



Harry Jerome Community Recreation Centre



Crystal Apartments Residential (57 units)



Lennox Mixed-Use (64 units)



Elle by Polygon Homes Residential (136 units)



One30 by Three Shores Mixed-Use (164 units)



Millennium Mixed-Use (162 units)

Developments Currently Under Construction

Need more kind building and lower the parking for community growth

Limit the height of new residential buildings to keep the area looking like the past

MAINTAIN 30' BUILDING HEIGHTS

What we heard:

"I wish there was more great housing, more condos and rental options."
- 2023 Lonsdale Great Street Survey

"I hope Central Lonsdale can be a hub where it's less expensive to gather and create a community."
- 2023 Lonsdale Great Street Survey

"Need more mixed used, low-rise development"
- 2023 Lonsdale Great Street Survey

Survey respondents would like to see a variety of amenities in Central Lonsdale:



Opportunities:

- **Character-based zoning:** Character-based zoning overlays guide development and reinforce area character. A building height framework can offer greater control over urban form than FSR (Floor Space Ratio).
- **OCF density bonuses:** Density bonuses tied to community benefits (affordable housing, art, sustainability) incentivize desired development aligned with OCP goals.
- **Street activation metrics:** Linking mixed-use incentives to performance metrics (active frontage, business types, plaza design) optimizes street activation.
- **Measurable pedestrian standards:** Design standards with measurable outcomes (sidewalks, trees, facades) enhance the pedestrian realm.
- **Integrated public realm:** A city-led public realm strategy, potentially a Master Plan, creates a cohesive network of public spaces.



Tell us your thoughts & ideas!

Q

Unifying
Component for
whole L-Module
to be fully,
connected,
lighting

22/05/2019
Hewsing

Consideration
for Heritage
Conservation
in design
guidelines

Focus height
↳ Potholes +
Sensitiv planet
↳ like village
break

Lonsdale was great before

22(1)

Indigenous
Representation
"preserve Native
actual
aesthetically pleasing"

Wayfinding
from car
consider where
people go to
control consider

Free Shuttle
to the Airport
Luggage Service
Ski Storage
Ski Rental

Keep village
atmosphere
Don't overdevelop
which is more
poor & less
developed

Love the local businesses.
Vibrant residential neighborhood

These are too many staff in the city sitting on the computer creating more and more jobs that are not practical waste of Tax payer

Street Patios
need to be
reconsidered
↳ Materials
↳ Greenery, etc.
↳ Landscape

- OPEN UP PRACTICE
- GET RID OF
- BATTLES + STRESS
- PARADE
- Chewing food
- Allow food

village atmosphere

Q

Art space
to do art

Dance
place
Night
life

USE:
places where
people can
gather -
eg. play chess,
practice English
in conversation

Don't see too
much about
store size, hardware
guidelines. Retail
still need another
time to draw
customers. Just be
able to purchase
-- the long-reach
corridor with
anchors attached
and aisle rails

need to go to

Potatoes

space for (nm)
distance to
showcase
work

for stone

Central
Lonsdale
doesn't have
any vegan
restaurant

community
meeting
spaces
(esp. at right)

Q

USE SETTINGS
FOR PUBLIC
USE

LONGDALE
AVE BLDG 112
1ST FLOOR

Put the
street cars
back on Lombard
at 10th St

More Ambrose
at night -
Lovers in garden
under street

200 more copies sent
with first issue
and 200 of the
1st copy of the 2nd
issue to the 1st issue

pay the density
formulae predict
a seller will
be able to
underwrite
developments

DONT FORGET
CALL
FROM HOME
will just call
from class
+ my cell
on hand

important
to think
about how these
changes affect
other neighborhoods

sidewalk
advertising
is great for
small businesses.
Don't cover - lot
sidewalk signs

Developer
to provide
greater satisfaction
among longshore
laborers - pleasant
provisions - better

[Faint handwritten notes on lined paper]

2. important
annually asset
How to create
as part of
general requirements
School

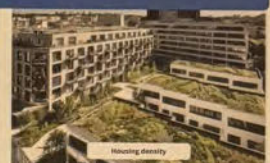
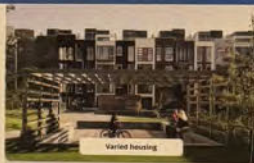




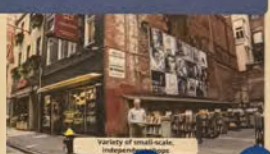
LAND USE, PLANNING AND ECONOMIC ASSESSMENT

Inspiration Images

Building density and height



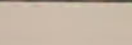
Stacked functions and a variety of functions



Engaging and active edges



Public amenities in buildings



'Acupuncture' retail



Repurposed uses



Lonsdale Great Street

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TRANSPORTATION

Moving to, from, & around Central Lonsdale



Lonsdale Avenue: How does our street design impact our community?

Right now, Lonsdale Avenue is designed mostly for cars, with about 70% of the space dedicated to driving and parking, leaving just around 30% of the space for walking and rolling, street trees, furnishings, and other amenities. This spatial layout reflects how people currently travel in the area—around 60% of trips are by car while 20% are by walking¹. The way the space is designed influences how people move, as design shapes behavior.

This car-first street design impacts the experience of being on Lonsdale Avenue. Traffic brings noise and affects air quality, making the street less welcoming for pedestrians. When people don't feel comfortable walking or lingering, fewer choose to spend time in shops, restaurants and public spaces—ultimately affecting the street's vibrancy and economic vitality.

¹ City of North Vancouver, (2021), 2021 North Shore Transportation Survey Report.

What we saw:



Vehicular lanes dominate many views along Lonsdale Avenue.



The view across the street is blocked by vehicles.

“Too many fast loud cars give an interactive good experience. Calming traffic would be a big help.”
—2025 Lonsdale Great Street Survey

“I would like to see Lonsdale Avenue restricted to 2 lanes for cars - 4 lanes is too busy, too loud from the traffic.”
—2025 Lonsdale Great Street Survey



What we heard:

“Although walkable, it still feels like vehicles have the right of way in the area. It's very loud and sitting outside on sidewalk patios and benches is not enjoyable because of it.”
—2025 Lonsdale Great Street Survey



Opportunities:

- **Optimize the right-of-way:** Explore opportunities to reduce space dedicated to vehicle movement for enhanced public realm improving the pedestrian experience.
- **Extend public realm:** Explore opportunities to add bump-outs at intersections and reduce on-street parking in strategic locations to extend the public realm offerings. Temporary or seasonal opportunities may be explored.
- **Improve traffic calming:** Introduce slower traffic speeds and traffic calming measures to prioritize pedestrians and create a safer, more pedestrian friendly environment.
- **Safety measures:** Explore opportunities to support public safety through increased public realm, adequate buffer space between pedestrians and vehicles and clearly defined areas for micro-mobility.

How important is this to you?

Place a sticker on the slider and add notes to a post-it to let us know what you think.



Not important

REDUCE/ELIMINATE TRAFFIC TREAT PEOPLE ASPECT RICH

Need traffic calming and more on Lonsdale between Ardmore + Chestnut between Hamilton + Burrard

DIVERGE TRAFFIC AROUND THE PARK VICTORIA PARK

How can we get more people to use Lonsdale?



Lonsdale Transit: How can we connect transit with other ways of getting around?

Lonsdale Avenue is a key transit corridor, served by four bus routes and one night route. However, bus reliability is often affected by traffic, congestion and cars double parking, leading to delays.

The experience of waiting for a bus also varies widely along the corridor. Some stops have shelters, seating and clear signage, while others offer little protection or transit information, making transit feel inconsistent and less-user friendly.

By improving service reliability and creating a more comfortable, cohesive experience for riders, transit can become a more appealing and dependable option—helping support growth and a thriving, connected neighbourhood.

What we saw:



Significant separation between bus shelter and transit stop.



Bus shelter location creates pinch points within the pedestrian zone.



Grade changes between the bus and sidewalk can cause accessibility challenges and slow down transit.

What we heard:

Survey respondents reported on improvements that would make getting to, from, and around Central Lonsdale a better experience.



“Please make it a people-centred space by prioritizing walking, parklets, active transportation, public transit etc.”
—2025 Lonsdale Great Street Survey

Opportunities:

- **Transit priority measures:** Investigate transit priority strategies, including transit priority signals and dedicated/non dedicated transit lanes to enhance service reliability throughout the corridor.
- **Upgraded stop amenities:** Identify improved stop infrastructure, ensuring alignment with future development plans and land use revitalization efforts.
- **Enhanced boarding:** Raised bus stop curbs at high traffic stops can be used to attain near-level boarding with buses allowing faster boarding and alighting times.
- **Enhance first mile/last mile integration:** Explore opportunities to integrate multi-modal infrastructure near bus stops, including bike racks and shared mobility options to support seamless connections between modes.

How important is this to you?

Place a sticker on the slider and add notes to a post-it to let us know what you think.



Not important

Very important

Lonsdale Great Street

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TRANSPORTATION

Moving to, from, & around Central Lonsdale



Lonsdale Avenue: How can we make it a safer street for everyone?

Lonsdale Avenue is a high-collision corridor, with a significant number of both pedestrian and vehicle collisions occurring at intersections. Heavy traffic, vehicle-focused intersection design, and poor visibility have all contributed to safety concerns from the community.

Establishing a well-defined and legible street network will help everyone understand where to go, which lanes or paths to use, and how to interact with other modes of transport. It will also improve navigability for people of all abilities, making the environment more predictable, comfortable, and accessible.

Additionally, improving intersection design with features like reduced turning radii, pedestrian-first signals, and shorter crossing distances will further enhance safety and reduce conflicts.

max. "no right turn on red light signs" "right on red we end up dead"

How important is this to you?
Place a sticker on the slider and add notes to a post-it to let us know what you think.



Not important

What we saw:

Wide crossings means people spend more time crossing, increasing exposure to moving vehicles.



What we heard:

"I've had frequent near misses trying to cross Lonsdale, at both controlled intersections and marked crosswalks"



20%

Respondents feel uncomfortable walking, rolling or using an assisted mobility device on Lonsdale Avenue.

Opportunities:

- **Intersection improvements:** Design intersections with clearly marked crosswalks, pedestrian and cycling signals and accessible curb ramps. Raised crosswalks and curb extensions shorten crossing distances and slow vehicular traffic.
- **Emphasize road hierarchy:** Build on the network and local streets typology with design guidelines highlighting the road classifications and better defining the roles of the streets in the network.
- **Improve accessibility:** Encourage a wider public realm, smooth and level surfaces, tactile indicators and urban braille. Narrower turning radii, shorter crossing distances and pedestrian first signals will help to improve the experience for all users.
- **Street closures:** Evaluate local streets to assess if there are opportunities to close to traffic for placemaking opportunities.

Close Lonsdale to traffic, but keep it as a local street. Use a mix of road types to create a more diverse and safe network.

Closing Lonsdale to traffic would be a good idea. It would be a more successful residential street. Also would be a good idea to have a mix of road types to create a more diverse and safe network.

Street closures to traffic - just goes to show that streets are important to us. Commercial Drive is a great example of a street that is important to the community.



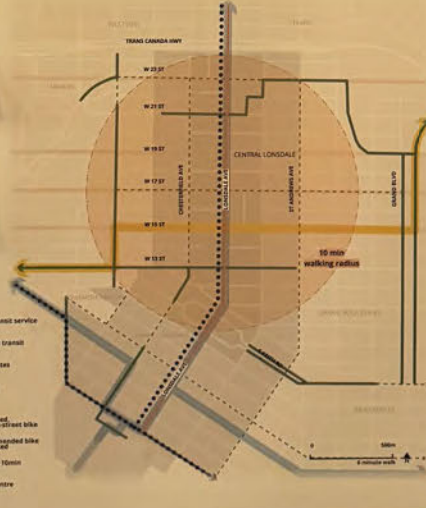
Lonsdale Transportation: How can we create a more efficient and balanced transportation network?

A high percentage of North Vancouver's residents live within walking distance of Lonsdale Avenue yet the modal split on the street skews heavily to the personal vehicle accounting for 41-60% of daily trips. Improving the walking and wheeling experience, encouraging a larger portion of shorter local trips, will help to relieve pressure of the overall network, as well as parking demands in high activity areas. This in return can aid in ensuring that trips that necessitate driving can be done so in a more seamless manner. A review of the overall street network and transportation needs combined with local areas' land use and other demands for street functions like greening and parking will help to better understand how to target interventions to deliver a street network where each street has a clear role. Whether it being a residential street that serves people walking and is also an ecological corridor, or a mixed use connector street with emphasis on bike connectivity.

Wider play spaces in underground for parents w/ stroller or walkers

if disrupted now, but could be better if we have a mix of road types to create a more diverse and safe network.

What we saw:



What we heard:

56%

A TOP most important statement: respondents reports it's important that Central Lonsdale is safe and welcoming for everyone.

"The traffic and congestion spilling onto neighbourhood streets is becoming excessive and dangerous. Addressing traffic requiring access to the highway along with speed management and policing would go a long way in creating a community feeling and sense of safety."

Opportunities:

- **Define Lonsdale:** Analyze the structure and function of the surrounding street network to identify areas for improvement providing a basis for structural change on Lonsdale.
- **Optimize level of service:** Establish design guidelines that optimize the level of service for all mobility operations including pedestrian movement, micro-mobility, transit and private vehicles.
- **Review street network:** Assess opportunities for improved efficiency on network and local streets.

How important is this to you?
Place a sticker on the slider and add notes to a post-it to let us know what you think.



Not important

Very important

More street ways? better + better ways.

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TRANSPORTATION

Moving to, from, & around Central Lonsdale



Lonsdale Avenue: How can we make cycling a more convenient and appealing option?

Cycling to and along Lonsdale Avenue faces several challenges. The absence of safe, continuous routes or bike lanes makes it difficult to integrate cycling into daily travel, discouraging many potential cyclists from using the Lonsdale corridor.

Chesterfield and St Andrews Avenues have been designated as the primary north-south cycling routes, but cyclists still face intersections with heavy traffic, poor visibility and limited cycling infrastructure making it difficult to safely cross or turn onto Lonsdale Avenue. Adding to these challenges, the steep terrain creates a major barrier for those traveling north from Lower Lonsdale, making the first stretch difficult for many riders, especially those less experienced.

While some bike parking and facilities exist near commercial areas, the overall experience for cyclists—both in reaching Lonsdale Avenue and navigating it—remains difficult due to gaps in infrastructure and a lack of support for cycling as a viable mode of transport.

What we saw:



Missing bike link at 13th St intersection



Obstructed bike network link



Limited bike parking along Lonsdale Avenue

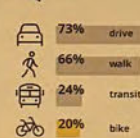


Weather-protected bike parking near commercial areas

2023 Lonsdale Great Street Survey results

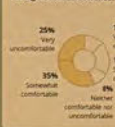


2023 Lonsdale Great Street Survey results



What we heard:

How comfortable or uncomfortable do you feel biking on Lonsdale Avenue?



66 Bike lanes should be designed with all users in mind...

— 2023 Lonsdale Great Street Survey

61% of respondents don't feel comfortable biking on Lonsdale Ave



Opportunities:

- Cycle specific wayfinding: Signage and cycling infrastructure will help promote safer and more enjoyable cycling.
- Intersection improvements: Intersection improvements and cycling-specific signal practices.
- Quality arrival experience: Dismount zones and quality destinations including covered micro-mobility hubs in close proximity to transit, new developments and key destinations within the community.
- Micro-mobility hubs: Encourage micro-mobility hubs in close proximity to transit, new developments and key destinations within the community.

How important is this to you?

Place a sticker on the slider and add notes to a post-it to let us know what you think.

Get Address bike link
After June 2024

Not important

Important

Very important

Very important

Very important

Very important

Very important

Very important

Very important

Very important

Very important

Very important

Very important

Very important

Very important

Very important

Very important

Very important

Very important

Very important

Very important

Very important

Very important



Lonsdale Curbside: How can we balance the needs of residents, businesses, and deliveries?

The City of North Vancouver is currently undertaking a Curb Access and Parking Plan to help further support improved curbside management in the city.

As it is today, curbside regulations have not adequately adapted to the increasing residential and commercial demand along Lonsdale Avenue. This has resulted in challenges for accessing curb space which impacts deliveries, pick-up/drop-off, and the overall functionality and efficiency of the street.

Observed parking occupancy in high-demand areas tends to be at or near 100%, causing further disruptions to traffic flow and impacting the reliability of public transit. In contrast, lower-demand areas, such as the northern end of Lonsdale, see very limited use of curbside parking, highlighting an imbalance in how space is utilized along the corridor.

What we saw:



As building uses and built form change in the northern end of Lonsdale Avenue, curbside demand is reduced



Parking adjacent to parklets cause challenges with accessibility and access



Due to lack of curbside regulations, spaces are often occupied for long stretches of the day with little turnover

What we heard:

53% A TOP most desired choice:

respondents reported that, getting to, from, and around Central Lonsdale would be a better experience with convenient parking options.

In response to "Which of the following improvements would make getting to, from, and around Central Lonsdale a better experience for you?" Other top statements were a more vibrant shopping and dining experience (45%) and more pedestrian friendly streets (41%).

It would be great to find a solution that makes parking more convenient for people coming from a distance and decreases the congestion on Lonsdale.

— 2023 Lonsdale Great Street Survey

I wish it was a more pleasant experience for both pedestrians and car users.

— 2023 Lonsdale Great Street Survey

Charging developed in a lot of parking spaces, which is a good idea for the future. It would be great to have more charging stations for electric vehicles.

— 2023 Lonsdale Great Street Survey

Opportunities:

- Dynamic curbside management: Use data and innovative technologies (sensors, dynamic curb pricing) to optimize curb space can help manage the increasing demand for curb access. Leveraging data can dynamically allocate space to different uses throughout the day.
- Microdelivery hubs: Transfer points where goods are unloaded from larger delivery trucks and then distributed to their final destinations using smaller, more sustainable vehicles to streamline the last mile delivery process.
- Expand pay parking: Pay parking in high demand areas will help increase turnover better regulating supply.
- Expand loading zones: More frequently placed loading zones co-located with areas with high demand will improve the efficient and safe movement of people and goods.

How important is this to you?

Place a sticker on the slider and add notes to a post-it to let us know what you think.

Not important

Important

Very important

Very important

Very important

Very important

Very important

Very important

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Very important

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UTILITIES & INFRASTRUCTURE

Servicing Central Lonsdale



Lonsdale Energy: How can we incorporate even more renewable energy?

Since 2003, the Lonsdale Energy Corporation has delivered renewable and efficient energy to Central Lonsdale and nearby areas through an underground network of pipes and mini-plants. Key features include solar panels on the City Library and a ground source heat pump beneath the School District office, enhancing energy efficiency and reducing emissions.

Already interconnected with Harbourside and Lower Lonsdale, the system is expanding under the Vancouver Hydronic Heat Energy Service Bylaw requiring new buildings over 1,000 m² to be connected to the district energy system. Further discussions with the City will shape the LEC's role in the revitalized corridor.

What we saw:



Central Lonsdale - Photo from Clearway Real Estate

What we heard:

"I hope that any upgrades have a minimum impact on environmental degradation and are consistent with goals for achieving a net zero community by 2050 and being resilient to anticipated changes in climate for our region..."

— 2023 Lonsdale Great Street Survey

Opportunities:

- **Expand the LEC network:** Extend the LEC network to serve new developments and encourage the connection of existing buildings, maximizing the benefits of clean, district energy.
- **Promote renewable energy sources:** Further incorporate renewable energy sources, such as solar panels and geothermal heat pumps, into the LEC system to further reduce its carbon footprint.
- **Educate the community:** Raise awareness of the benefits of district energy and encourage community participation in the LEC program.

How important is this to you?

Place a sticker on the slider and add notes to a post-it to let us know what you think.



Not important

Very important

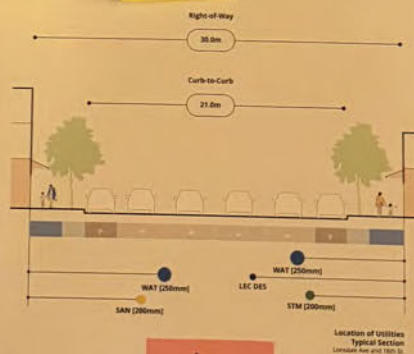
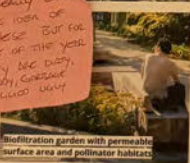


Central Lonsdale Infrastructure: Can infrastructure upgrades help us grow our urban forest?

Designing the subsurface infrastructure together with the public realm enhancements offers a chance to relocate and consolidate underground infrastructure, freeing up valuable space above ground to enhance the public realm. Strategic utility consolidation can create more room for green infrastructure, such as expanded tree canopies, native plantings, and efficient rainwater management.

This investment can boost ecological resilience while delivering strong economic returns by lowering maintenance costs, reducing urban heat effects, and improving stormwater management—cutting expenses tied to flooding and drainage repairs. It's about making the most of the space beneath our feet to create a more livable, thriving city above ground.

What we saw:



Opportunities:

- **Combine underground utilities:** Water pipes, sewer lines, and other underground systems can be combined in a common trench to free up space for improvements above ground.
- **Link investments:** Soil cells can be integrated with the stormwater management systems, allowing water to be directed into tree pits. This helps retain water within the system, providing benefits to the trees while also reducing strain on municipal stormwater infrastructure.
- **Make room for more green spaces:** Use space savings from consolidated infrastructure replacement to plant more trees, create rain gardens, and add other green features that make the streets more environmentally friendly.
- **Coordinate construction projects:** Combine pipe replacement and utility upgrades with other road work or building projects to minimize disruptions.
- **Future proof development:** Upgrades to municipal infrastructure in alignment with rezoning can make redevelopment more attractive to the private sector spurring new development opportunities in the community.

How important is this to you?

Place a sticker on the slider and add notes to a post-it to let us know what you think.



Not important

Very important

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UTILITIES & INFRASTRUCTURE

Servicing Central Lonsdale



Central Lonsdale: How do we ensure a safe and reliable water supply?

The water main infrastructure consists of pipes with installations dating back to 1930. The age of the existing water mains indicates a need for upgrades, as these pipes are susceptible to failures and inefficiencies. Disruptions due to pipe maintenance or failure will impact areas beyond the study location, as the central water mains along Lonsdale Avenue are directly serviced by Metro Vancouver Capilano Main No. 7, which provides water supply to the City. The existing hydrants appear to be in conformance with the City's hydrant spacing and location requirements; however, hydrant capacity and coverage may need to be reassessed to better support increased density in the area.

How important is this to you?

Place a sticker on the slider and add notes to a post-it to let us know what you think.



What we saw:



Opportunities:

- **Prioritize water main replacement:** Develop a phased plan for replacing aging water mains, prioritizing those in critical condition or with a history of failures.
- **Explore trenchless technologies:** Utilize trenchless technologies, such as pipe relining, to minimize disruption to businesses and residents during upgrades.
- **Enhance leak detection:** Implement advanced leak detection technologies to identify and repair leaks quickly, reducing water loss and preventing costly damage.
- **Conduct comprehensive condition assessments, including CCTV inspections of watermain system.**

Run pipe in lines Vancouver does!

What is the result the city expects from this project?

Not important

Very important



Central Lonsdale: How can we make our sanitary system more sustainable?

The gravity-fed sanitary sewer system in Lonsdale Avenue, divided into two catchments north and south of 18th Street, directs flows southwest to the Metro Vancouver Mackay Avenue Trunk Sewer, with pipes installed along specific alignments on the east and west sides of the roadway and vitrified clay pipes dating back to 1910-1911. Given the lack of CCTV inspection reports, aging infrastructure, and increased demands, a hydraulic capacity analysis is required to determine feasibility for continued use, and replacement of these utilities nearing the end of their service life should be considered.

How important is this to you?

Place a sticker on the slider and add notes to a post-it to let us know what you think.



What we saw:



Opportunities:

- **Assess system capacity:** Conduct a comprehensive assessment of the sanitary sewer system's capacity, including CCTV inspections of sanitary system, to identify potential bottlenecks and ensure it can accommodate future growth.
- **Upgrade aging infrastructure:** Prioritize the replacement of aging sewer lines, particularly those with a high risk of failure or capacity limitations.
- **Implement green infrastructure:** Incorporate green infrastructure, such as rain gardens and bioswales, to reduce the burden on the sanitary sewer system and improve water quality.

What is the result the city expects from this project?

Not important

Very important



Wagg Creek: How can we better manage stormwater runoff?

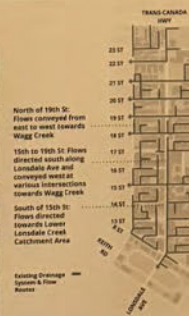
The City of North Vancouver uses separate systems for stormwater and sanitary sewage, and runoff from Central Lonsdale flows into the 4.4 km² Wagg Creek Watershed. Three main drainage patterns operate within the study area and a storm main ranging from 200-600mm diameter runs along Lonsdale Avenue from 19th Street to 8th Street. Though Wagg Creek is a fish bearing stream it is also the City's most urbanized with a total impervious area exceeding 50%. This, along with regular peak flows and water quality issues, has contributed to its degradation over the years. The City's Integrated Stormwater Management Plan reflects efforts to implement green stormwater source controls but there remains opportunity to expand on-site stormwater management features to mitigate runoff.

How important is this to you?

Place a sticker on the slider and add notes to a post-it to let us know what you think.



What we saw:



Opportunities:

- **Review hydraulic capacity:** Assess feasibility of the continued use of existing infrastructure through a review of hydraulic capacity.
- **Expand green infrastructure:** Integrate green infrastructure, such as Silva Cells, rain gardens, and green roofs, to capture and treat rainwater on site, reducing runoff, improving water quality and relieving pressure on Wagg Creek.
- **Enhance existing rain gardens:** Improve the performance and aesthetic appeal of existing rain gardens through regular maintenance, targeted plant selection, and design enhancements to augment the public realm in addition to reducing runoff.
- **Utilize pervious surfaces:** Incorporate permeable paving materials in sidewalks, plazas, and parking areas to allow rainwater to infiltrate into the ground, replenishing groundwater supplies.
- **Mitigate construction impacts:** Implement erosion control measures, sediment basins, and other best practices during construction to minimize the impact on Wagg Creek and surrounding watershed.

Why not for Single Family? Have Approvals.

What is the result the city expects from this project?

Not important

Very important

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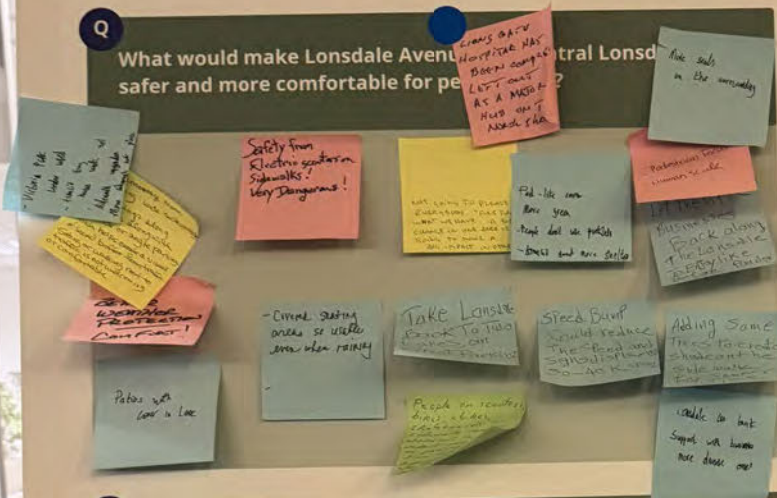


TRANSPORTATION, UTILITIES & INFRASTRUCTURE

Tell us your thoughts & ideas!

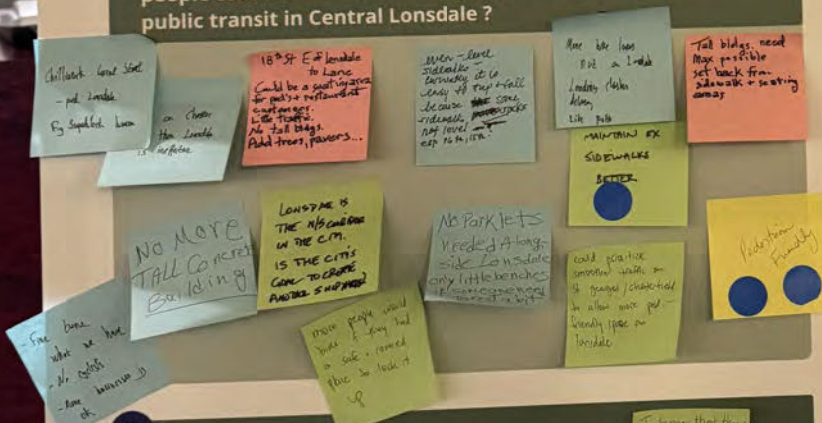
Q

What would make Lonsdale Avenue safer and more comfortable for people in Central Lonsdale?



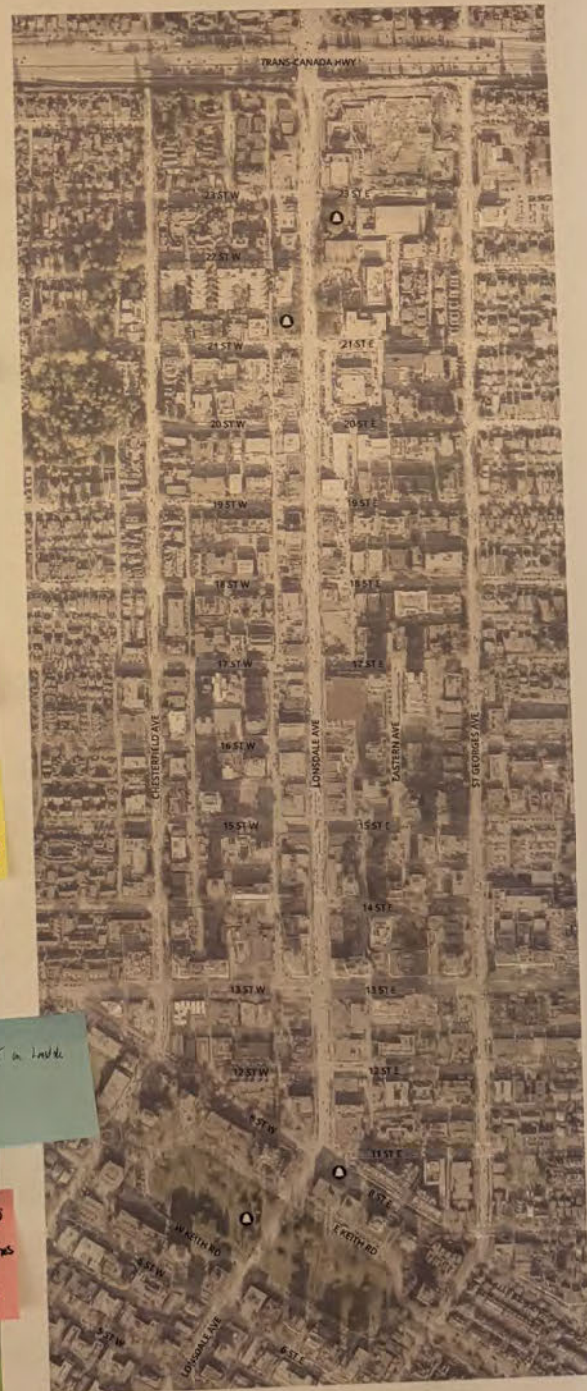
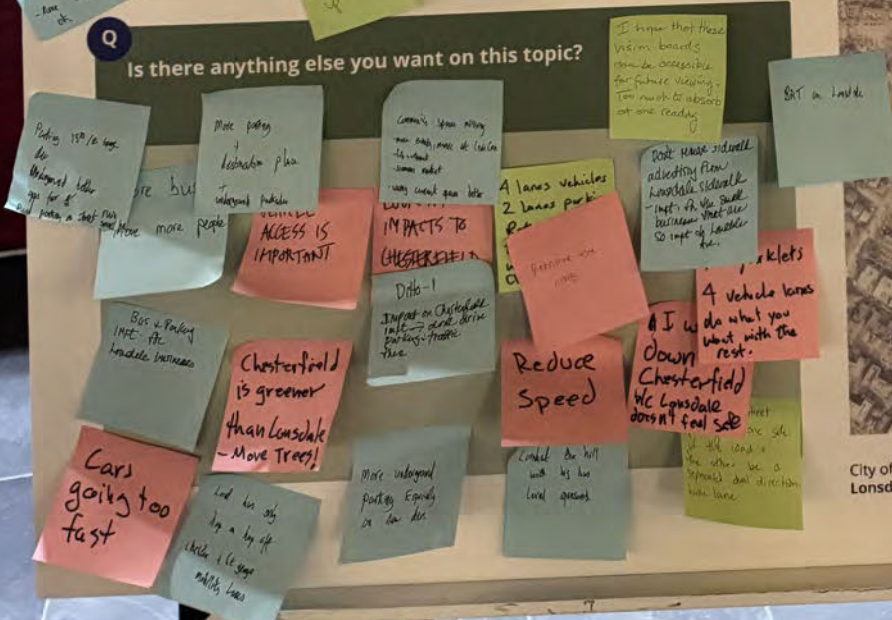
Q

What types of improvements are important to encourage more people to choose active mobility (e.g., biking, walking) and public transit in Central Lonsdale?



Q

Is there anything else you want on this topic?



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Lonsdale Great Street

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1:5000

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TRANSPORTATION, UTILITIES & INFRASTRUCTURE

Inspiration Images

Mode balance



Multimodal street
ALL MODES TRANSIT
WALKING DRIVING



Pedestrian-priority



People-first streets



Diverse modes



Designated transit lanes

Street network



Local street



Connector street



Biodiverse/green corridor



Transit street



Slow street

Transit experience



Seamless transit experience



Transit stops with amenities



Accessible and dignified waiting areas



Dynamic transit stops



Celebrated transit

Intersection treatment



Accessible crosswalks



Reduced crossing distance



Pedestrian refuge islands



Flush intersections



Pedestrian-friendly intersections

Curbside management



Loading zones



Parking zones



Pick-up/drop-off zones



Transit stops and lanes



Sidewalk extensions for traffic calming and greenery

Arrival experience and mode transfer



Arrival hubs



Proximity to amenities



Seamless mode transfer



Covered bike parking



Designated micro mobility parking

Could more deliveries be received on the middle of the street?

Transit stops should be really here!

Traffic calming

Speed Table For Ped

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Responses to Survey of Businesses in the Central Lonsdale Area

22(1)

First name	Last name	Email	Status	Submitted date	Confirmation number	1. What is your role in the business?	2. Is your business located in the project area?	3. What floor is your business on? Other (Please specify)
			Submitted	2025-04-25 15:00	020BD17E	None of the above		
			In progress			Business owner	Yes, on Lonsdale Ave	Street level
			Submitted	2025-04-27 13:29	020BF8AD	Business owner	Yes, within one block of Lonsdale on a cross street	Second floor
			Submitted	2025-04-27 17:24	020BFF79	Business owner	Yes, on Lonsdale Ave	Street level
			Submitted	2025-04-27 17:52	020C001D	Business owner	Yes, on Lonsdale Ave	Street level
			Submitted	2025-04-27 17:56	020C002F	Business owner	Yes, on Lonsdale Ave	Street level
			Submitted	2025-04-28 00:02	020C0516	Business owner	Yes, within one block of Lonsdale on a cross street	Street level
			Submitted	2025-04-28 09:32	020C1233	Manager	Yes, on Lonsdale Ave	Second floor
			Submitted	2025-04-28 21:55	020C37EE	Business owner	Yes, on Lonsdale Ave	Street level
			Submitted	2025-04-29 10:32	020C4DC6	Manager	Yes, on Lonsdale Ave	Street level
			Submitted	2025-04-29 10:34	020C4DFB	Manager	Yes, on Lonsdale Ave	Street level
			Submitted	2025-04-29 13:11	020C579E	Business owner	Yes, on Lonsdale Ave	Street level
			Submitted	2025-04-29 14:24	020C5CD1	None of the above		
			In progress			Business owner		
			Submitted	2025-04-29 14:34	020C5D32	Business owner	Yes, on Lonsdale Ave	Second floor
			Submitted	2025-04-29 15:22	020C5F04	Manager	No, it's located elsewhere	Street level
			Submitted	2025-04-29 16:25	020C61D5	Manager	Yes, within one block of Lonsdale on a cross street	Street level
			Submitted	2025-04-29 17:45	020C6512	Business owner	Yes, within one block of Lonsdale on a cross street	Street level
			Submitted	2025-04-30 12:43	020C8668	Business owner	Yes, on Lonsdale Ave	Street level
			Submitted	2025-04-30 13:44	020C8938	Business owner	No, it's located elsewhere	Street level
			Submitted	2025-04-30 16:26	020C9405	Business owner	Yes, on Lonsdale Ave	Street level
			Submitted	2025-05-01 14:22	020CC929	Business owner	Yes, on Lonsdale Ave	Street level
			Submitted	2025-05-01 14:57	020CC9D1	Business owner	Yes, on Lonsdale Ave	Street level
			Submitted	2025-05-01 15:00	020CCB4A	Business owner	Yes, on Lonsdale Ave	Street level
			In progress			Business owner	Yes, on Lonsdale Ave	Street level
			Submitted	2025-05-02 11:35	020CF083	Business owner	Yes, on Lonsdale Ave	Street level
			Submitted	2025-05-02 11:25	020CF136	Manager	Yes, on Lonsdale Ave	Street level
			Submitted	2025-05-02 18:33	020D027E	Manager	Yes, on Lonsdale Ave	Street level
			Submitted	2025-05-04 19:57	020D32B3	Business owner	Yes, within one block of Lonsdale on a cross street	Street level
			In progress			Manager	Yes, on Lonsdale Ave	Street level
			Submitted	2025-05-05 15:19	020D57C3	Business owner	Yes, on Lonsdale Ave	Street level
			Submitted	2025-05-05 16:58	020D5AAB	Manager	Yes, on Lonsdale Ave	Street level
			Submitted	2025-05-06 14:29	020D7EFE	Business owner	Yes, within one block of Lonsdale on a cross street	Street level
			Submitted	2025-05-08 15:36	020DD9C3	Business owner	Yes, on Lonsdale Ave	Street level
			Submitted	2025-05-10 13:00	020E115A	Business owner	Yes, on Lonsdale Ave	Street level
			Submitted	2025-05-13 01:31	020E4A2C	Business owner	Yes, on Lonsdale Ave	Other (Please specify) 3rd

Responses to Survey of Businesses in the Central Lonsdale Area

4. Please select your business category:Other (Please specify)		5. How long has your business been located in Central Lonsdale?	6. Do you have any other locations?	7. How many employees work at this location (including full-time and part-time employees)?
Office		1-5 years	No	Less than 5
Professional services		16-20 years	No	5-19
Food & beverage		1-5 years	No	5-19
Food & beverage		1-5 years	1-4 other locations	5-19
Food & beverage		1-5 years	1-4 other locations	5-19
Retail		11-15 years	No	5-19
Other (Please specify)	Law Firm	6-10 years	No	20-49
Retail		1-5 years	No	5-19
Retail		21-25 years	No	5-19
Food & beverage		16-20 years	No	5-19
Retail		26-30 years	No	Less than 5
Professional services		30 or more years	1-4 other locations	5-19
Other (Please specify)	Services for people with special needs - a Community Inclusion Program	30 or more years	No	20-49
Retail		6-10 years	25 or more other locations	More than 50
Professional services		16-20 years	No	Less than 5
Retail		16-20 years	No	5-19
Other (Please specify)	Bakery	30 or more years	No	Less than 5
Banking & finance		11-15 years	No	5-19
Retail		21-25 years	No	Less than 5
Retail		30 or more years	No	Less than 5
Food & beverage		1-5 years	1-4 other locations	5-19
Other (Please specify)	Bakery	1-5 years	No	5-19
Salon or related service		11-15 years	No	Less than 5
Retail		21-25 years	1-4 other locations	5-19
Retail		11-15 years	1-4 other locations	Less than 5
Professional services		30 or more years	1-4 other locations	5-19
Retail			5-24 other locations	Less than 5
Food & beverage		21-25 years	5-24 other locations	More than 50
Food & beverage		21-25 years	No	5-19
Retail		Less than 1 year	No	Less than 5
Medical office		11-15 years	No	5-19
Food & beverage		30 or more years	No	Less than 5
Medical office		21-25 years	No	Less than 5

Responses to Survey of Businesses in the Central Lonsdale Area

8. How do your current customer traffic levels compare to pre-2020 levels (before the pandemic)?	9. How has your annual revenue changed over the last two years?	10. How have your expenses changed over the last two years?	11. How do your employees get to work?The most popular form of transport my employees use is:
Unsure		Stayed the same	Driving
Customer traffic is above pre-pandemic levels	Increased 1-9%	Increased 10-20%	Driving
Unsure	Decreased 1-9%	Increased 10-20%	Taking bus or transit
Business opened after the start of the pandemic	Increased 1-9%	Increased more than 20%	Driving
Business opened after the start of the pandemic	Increased 1-9%	Increased 10-20%	Driving
Customer traffic is below pre-pandemic levels	Decreased more than 20%	Increased more than 20%	Taking bus or transit
Customer traffic is above pre-pandemic levels	Increased more than 20%	Increased more than 20%	Taking bus or transit
Business opened after the start of the pandemic	Increased 10-20%	Unsure	Walking
Customer traffic is above pre-pandemic levels	Decreased 10-20%	Increased 10-20%	Taking bus or transit
Unsure	Unsure	Increased more than 20%	Walking
Customer traffic is below pre-pandemic levels	Decreased 1-9%	Stayed the same	Walking
Customer traffic is above pre-pandemic levels	Increased more than 20%	Increased 1-9%	Driving
Unsure	Stayed the same	Unsure	Driving
Customer traffic is above pre-pandemic levels	Increased 1-9%	Increased 1-9%	Taking bus or transit
Customer traffic is below pre-pandemic levels	Decreased 1-9%	Increased 10-20%	Driving
Customer traffic is below pre-pandemic levels	Decreased 1-9%	Increased 1-9%	Driving
Customer traffic is below pre-pandemic levels	Decreased more than 20%	Increased more than 20%	Walking
Customer traffic is above pre-pandemic levels	Increased 1-9%	Increased 1-9%	Taking bus or transit
Customer traffic is below pre-pandemic levels	Decreased more than 20%	Increased more than 20%	Driving
Customer traffic is below pre-pandemic levels	Prefer not to answer	Increased more than 20%	Driving
Customer traffic is below pre-pandemic levels	Decreased 10-20%	Increased more than 20%	Walking
Prefer not to answer	Decreased 10-20%	Decreased more than 20%	
Customer traffic is below pre-pandemic levels	Increased 1-9%	Increased 10-20%	Driving
Unsure	Unsure	Unsure	Driving
Customer traffic is below pre-pandemic levels	Decreased 10-20%	Increased more than 20%	Driving
Unsure	Prefer not to answer	Prefer not to answer	Driving
Customer traffic is about the same as pre-pandemic levels			
Customer traffic is below pre-pandemic levels	Decreased 1-9%	Increased 10-20%	Driving
Customer traffic is above pre-pandemic levels	Decreased more than 20%	Increased more than 20%	Driving
Unsure	Unsure	Unsure	Driving
Prefer not to answer	Prefer not to answer	Prefer not to answer	Driving
Customer traffic is about the same as pre-pandemic levels	Decreased 10-20%	Increased more than 20%	Driving
Customer traffic is about the same as pre-pandemic levels	Increased 1-9%	Increased 10-20%	Driving

Responses to Survey of Businesses in the Central Lonsdale Area

11. How do your employees get to work?Second most popular is:	11. How do your employees get to work?Third most popular is:	12. How do your customers get to your business?The most popular form of transport my customers use is:	12. How do your customers get to your business?Second most popular is:
Taking bus or transit	A different form of transportation	Driving	Taking bus or transit
Taking bus or transit	A different form of transportation	Driving	Taking bus or transit
Walking	Biking	Walking	Driving
Taking bus or transit	A different form of transportation	Walking	Driving
Walking	A different form of transportation	Driving	Walking
Walking	Driving	Driving	Walking
Driving	Walking	Driving	Taking bus or transit
Driving	Taking bus or transit	Driving	Walking
Driving	Walking	Driving	Walking
Taking bus or transit	Driving	Driving	Walking
Driving	Taking bus or transit	Driving	Taking bus or transit
Biking	Taking bus or transit	Driving	Taking bus or transit
Taking bus or transit	Walking	Driving	Taking bus or transit
Driving	Walking	Walking	Driving
Biking	Walking	Driving	Taking bus or transit
Taking bus or transit	Walking	Driving	Walking
Driving	Biking	Walking	Driving
Driving	Walking	Walking	Taking bus or transit
Taking bus or transit	Walking	Driving	Walking
Walking	Taking bus or transit	Driving	Taking bus or transit
Taking bus or transit	A different form of transportation	Driving	Walking
Taking bus or transit	Walking	Driving	Taking bus or transit
Taking bus or transit	Biking	Driving	Taking bus or transit
Taking bus or transit	A different form of transportation	Driving	Taking bus or transit
Walking	Taking bus or transit	Driving	Walking
Taking bus or transit	Biking	Driving	Walking
Taking bus or transit	A different form of transportation	Driving	Walking
Walking	Taking bus or transit	Walking	Taking bus or transit
Taking bus or transit	Walking	Driving	Walking
A different form of transportation	Walking	Driving	Taking bus or transit
Walking	A different form of transportation	Driving	Walking

Responses to Survey of Businesses in the Central Lonsdale Area

12. How do your customers get to your business?Third most popular is:	13. In the next three years, do you expect your business to:	13. In the next three years, do you expect your business to:Other (Please specify)	14. What are your biggest operational challenges?
A different form of transportation			Attracting, hiring, and retaining employees; Employee transportation to and from work; Inflation and rising costs
A different form of transportation	Move to a different location in Central Lonsdale		Rent affordability; Inflation and rising costs; Customer acquisition and retention
Taking bus or transit	Remain in the same location		Employee transportation to and from work; Customer parking; Inflation and rising costs
A different form of transportation	Remain in the same location		Rent affordability; Customer parking; Inflation and rising costs
A different form of transportation	Remain in the same location		
A different form of transportation	Leave Central Lonsdale and open elsewhere in North Vancouver		Rent affordability; Inflation and rising costs
Walking	Remain in the same location		Competition from other businesses; Inflation and rising costs; Customer acquisition and retention
Taking bus or transit	Remain in the same location		Attracting, hiring, and retaining employees; Rent affordability; Customer acquisition and retention
Taking bus or transit	Remain in the same location		Employee transportation to and from work; Employee parking; Customer parking
Taking bus or transit	Remain in the same location		Employee parking; Customer parking; Customer acquisition and retention
Walking	Unsure		Inflation and rising costs
Walking	Remain in the same location		Attracting, hiring, and retaining employees; Employee parking; Customer parking
Walking	Remain in the same location		Employee transportation to and from work; Inflation and rising costs; Space constraints
Taking bus or transit	Remain in the same location		Competition from other businesses; Employee parking; Customer acquisition and retention
A different form of transportation	Remain in the same location		Competition from other businesses; Customer parking; Inflation and rising costs
Taking bus or transit	Unsure		Rent affordability; Customer parking; Inflation and rising costs
Taking bus or transit	Unsure		Rent affordability; Customer parking; Inflation and rising costs
Driving	Move to a different location in Central Lonsdale		Competition from other businesses; Customer parking; Safety issues
Taking bus or transit	Unsure		Conflicts with neighbors; Other (please specify)
Walking	Unsure		Rent affordability; Customer parking
A different form of transportation	Unsure		Rent affordability; Inflation and rising costs; Space constraints
Walking	Remain in the same location		Rent affordability; Customer parking; Inflation and rising costs
Walking	Remain in the same location		Conflicts with neighbors; Customer parking
Biking	Remain in the same location		Competition from other businesses; Customer parking; Inflation and rising costs
Taking bus or transit	Remain in the same location		Attracting, hiring, and retaining employees; Employee parking; Inflation and rising costs
Biking	Unsure		Rent affordability; Employee parking; Customer parking
Taking bus or transit	Remain in the same location		Competition from other businesses; Inflation and rising costs; Customer acquisition and retention
Driving	Move to a different location in Central Lonsdale		Customer acquisition and retention
Taking bus or transit	Remain in the same location		Attracting, hiring, and retaining employees; Customer parking
Walking	Remain in the same location		Rent affordability; Employee parking; Customer parking
Taking bus or transit	Remain in the same location		Attracting, hiring, and retaining employees; Customer parking; Inflation and rising costs

Responses to Survey of Businesses in the Central Lonsdale Area

14. What are your biggest operational challenges? Other (please specify)	15. Which of the following would most significantly help improve your business's success?	15. Which of the following would most significantly help improve your business's success?Other (Please specify)
	Employee attraction & retention; Improved public transit	
	Festivals & events; Improved public transit; Improved sidewalks & public spaces	
	Permitting, licensing & compliance support; Festivals & events; More parking turnover	
	Permitting, licensing & compliance support; Festivals & events; More parking turnover	
	Signage enhancements & wayfinding; Festivals & events; More parking turnover	
	Employee attraction & retention; Festivals & events; More parking turnover	
	Permitting, licensing & compliance support; More parking turnover; Improved sidewalks & public spaces	
	Permitting, licensing & compliance support; Festivals & events; A go-to person in the neighborhood to help you address any business concerns, or coordination with City programs	
	Increased security; More parking turnover; A go-to person in the neighborhood to help you address any business concerns, or coordination with City programs	
	More parking turnover; Improved public transit	
	Improved public transit; Improved sidewalks & public spaces	
	Improved public transit; Improved sidewalks & public spaces; More area plantings, greenery, street furniture, & beautification	
	Increased security; More parking turnover; Improved public transit	
	More parking turnover	
	More parking turnover; More area plantings, greenery, street furniture, & beautification; A go-to person in the neighborhood to help you address any business concerns, or coordination with City programs	
	Permitting, licensing & compliance support; Increased security; More parking turnover	
Local construction	Festivals & events; More area plantings, greenery, street furniture, & beautification	
	More parking turnover	
	Festivals & events; Improved sidewalks & public spaces	
	Festivals & events; More parking turnover; A go-to person in the neighborhood to help you address any business concerns, or coordination with City programs	
	Signage enhancements & wayfinding; Festivals & events	
	Façade enhancements to improve building appearance; Employee attraction & retention; Festivals & events	
	Employee attraction & retention; More parking turnover	
	A go-to person in the neighborhood to help you address any business concerns, or coordination with City programs; Other (Please specify)	Used to have Lisa sterling. Very helpful. Having Lonsdale back and removing the street side seating would be helpful. Close the odd side street makes more sense.
	Signage enhancements & wayfinding; More parking turnover; Improved sidewalks & public spaces	
	Signage enhancements & wayfinding; Festivals & events	
	Increased security; Employee attraction & retention; More parking turnover	
	Increased security; More parking turnover; Improved sidewalks & public spaces	
	More parking turnover; Improved public transit; Improved sidewalks & public spaces	

Responses to Survey of Businesses in the Central Lonsdale Area

16. What types of new businesses would you like to see in the area?	17. Is there anything else that you would like to share about Central Lonsdale or your business?
More entertaining business	
Entertaining business	No
Service and community focused businesses- Language Schools or Colleges	
?	No
Small local businesses	Putting parking meters is only going to hurt the businesses. People are struggling and times are hard and now a rich city like North Vancouver is asking us to pay more. That's terribly disappointing
More retail , dog friendly patios , surprisingly not many small nice coffee shops	Crime !!!22(1) . Homeless, drugs mental health. As most cities a huge issue. You groups of teenagers hanging around. With all the new buildings, apartments I am concerned people won't feel safe. A short term solution would be more police or security walking around. The garbage removal should increase in the central Lonsdale area . Parking is always a problem as well
Anything that stays open after 5pm for more lively street Resteraunts, Bars, Big brand stores and high end retail stores, similar to what we see at Park Royal Village!	It would be great to find away to bring the vibe and people up from Lower Lonsdale.
Parkade	Customers need assistance do not come to this area no longer
Nothing,is full,Enough is enough.	Big stores are no longer letting local businesses operate.
we have plenty if variety on Lonsdale Retail	Parking and Safety are the only 2 issues Street and other construction at night
Clothing, hairdresser	The wooden "boardwalk" and sheltered seating areas are not an enhancement but a problem. They obstruct traffic flow and eliminate parking options, as well as being a haven for rodents. This , in addition to the concrete bump-outs is a big deterrent to business.
Restaurant	
More independent businesses, less franchises More small retail businesses	We need less currency exchanges and Persian restaurants.
Retail	To much construction going on
	Really think it wasn't helpful shutting down a lane on Lonsdale. Shit a few side streets to chill traffic. More neighbourhood feel and less traffic in those spaces. Bias bit would love to shat 18th from east bound traffic. Allow for a patio space and liven up the street by doing that. Add bike racks etc. restaurant across the street could also have some patio space.
Places that open late night	Need more public places that open late night
More unique business	
More alternative	Need of more parking space
	We pay more than a living wage and still find it hard to find the right employee locally. So many drive from across the bridge - traffic can be a nightmare and we loose good talent b/c of it; We need better solutions. Also parking on the side streets are full day free - this is VERY challenging for elderly patients trying to find a 30 min parking spot. People who live in apartments where they have to pay for parking are opting out of that and parking for free on the streets as are construction workers and hospital employees. My customers are always late and that is very challenging in a busy health care office
Free open spaces for connecting with people; some outdoor covered spaces to utilize during the fall and winter months	

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Lonsdale Business Owner Focus Group: Notes summary and takeaways

February 19, 2025

Business Representatives

- 22(1) [REDACTED]
- 22(1) [REDACTED]
- 22(1) [REDACTED]
- 22(1) [REDACTED]
- 22(1) [REDACTED]
- 22(1) [REDACTED]
- 22(1) [REDACTED]

Consultant Representatives

- Krzysztof – Gehl
- Sofie - Gehl
- Jon – JS&A
- Leslie – JS&A
- Marta – Hapa

1. Preserving Lonsdale's Unique Character:

- Business owners specifically appreciate the "mom-and-pop" feel, the diversity of cultures (especially the Persian influence), and the pedestrian-friendly scale of Central Lonsdale.
- There's concern that new high-rise developments with large commercial spaces could displace smaller businesses, particularly those requiring commercial kitchens (which are often prohibited in new buildings).
- The "demolition clause" in leases is a major concern, as it leaves businesses vulnerable to displacement.

2. Supporting Small Businesses:

- The ideal size for retail spaces is considered to be around 1,000-1,500 square feet.
- Access to commercial kitchens is crucial for many businesses, and the high cost of ventless systems is a barrier.
- The North Vancouver Chamber of Commerce, representing primarily small businesses, has been advocating for smaller retail spaces and below-market rents in strategic locations.
-

3. Balancing Growth and Preservation:

- Specific concerns were raised about the potential impact of high-rises on wind patterns, creating unpleasant "wind tunnels" for pedestrians.
- The need for a "360 design" approach was emphasized, considering the impact of development on alleys, side streets, and the overall pedestrian experience.

- The importance of human comfort and microclimate considerations in urban design was highlighted.

4. Enhancing the Public Realm:

- Specific suggestions for public realm improvements included covered spaces for protection from rain, activated alleys with pedestrian connections to side streets, and upgraded parks with more programming.
- Public washrooms were identified as a critical need for the business community, people with disabilities, and families with children.

5. Attracting Customers and Promoting Events:

- Car-free days and events like those on Commercial Drive were cited as successful examples of attracting customers.
- The importance of aligning events with seasonal patterns and avoiding competition with events in other areas (like the Shipyards) was emphasized.
- The potential for temporary businesses and pop-up shops to test new concepts and attract tourism was discussed.

6. Strengthening Identity and Branding:

- Central Lonsdale needs a stronger brand identity that celebrates its unique character, including its Persian influences and diverse mix of businesses.
- The potential for incorporating color, art, and wider sidewalks into the streetscape was discussed.
- Improving the design and attractiveness of patios and parklets was identified as a priority.
- Temporary Businesses and Pop-Up Shops: The potential for temporary businesses and pop-up shops to test new concepts and attract tourism was discussed.

7. Addressing Transportation and Parking:

- The need to balance transportation and retail needs was emphasized, with the suggestion of prioritizing transportation on St. George and Chesterfield avenues to allow Central Lonsdale to function more as a destination.
- Improved wayfinding and signage were identified as critical for helping people navigate the area and discover businesses.
- The potential for angled parking and designated traffic loops to improve circulation and accessibility was discussed.

8. Planning for the Future:

- The importance of aligning community needs, zoning regulations, and business support was emphasized.
- The need for a mix of retail and office uses in new developments was discussed, along with the potential for attracting businesses with high-paying jobs.

- The long-term vision for Central Lonsdale should celebrate its unique characteristics, including its walkability, diverse businesses, and blend of old and new.

Action Items to consider:

1. Support for Small Businesses:

- **Policy and Zoning:**
 - Revise zoning regulations to ensure a variety of retail sizes, including smaller footprints (1,000-1,500 square feet) that are suitable for independent businesses.
 - Explore options for providing below-market rents in strategic locations to support small businesses and maintain affordability.
 - Address the issue of commercial kitchens in new developments, potentially through zoning incentives or by exploring alternative solutions like shared commercial kitchen spaces.
- **Financial and Technical Assistance:**
 - Develop programs that offer financial assistance, technical support, and mentorship to small businesses, particularly those facing challenges due to rising rents or redevelopment pressures.
 - Support establishing a Business Improvement Association(BIA) to provide collective support and advocacy for businesses.

2. Enhancing the Public Realm:

- **Pedestrian Improvements:**
 - Widen sidewalks, improve crosswalks, and implement traffic calming measures to enhance the pedestrian experience and create a safer, more inviting environment.
 - Consider incorporating covered spaces for weather protection, particularly in areas with high pedestrian traffic.
- **Activated Alleys and Laneways:**
 - Explore the potential for activating alleys and laneways with lighting, public art, and pedestrian connections to create vibrant secondary corridors and support businesses.
- **Upgraded Parks and Public Spaces:**
 - Invest in upgrading existing parks and public spaces with improved amenities, programming, and recreational opportunities.
 - Consider adding new pocket parks and plazas to provide additional green space and social gathering areas.
- **Essential Amenities:**

- **Prioritize the provision of public washrooms in strategic locations to address the needs of the community, businesses, and visitors.**

3. Attracting Customers and Promoting Events:

- **Event Planning:**
 - **Develop a diverse program of events and festivals that cater to a variety of interests and demographics.**
 - **Consider hosting events like "Commercial-Free Days" to promote local businesses and attract visitors.**
 - **Ensure that events are strategically timed to avoid competition with other events in the area and align with seasonal patterns.**
- **Marketing and Branding:**
 - **Develop a strong brand identity for Central Lonsdale that celebrates its unique character, including its Persian influences and diverse mix of businesses.**
 - **Utilize marketing and branding strategies to attract customers and promote the area's unique offerings.**

4. Addressing Transportation and Parking:

- **Traffic Management:**
 - **Implement traffic calming measures to reduce vehicle speeds and prioritize pedestrian safety.**
 - **Explore options for angled parking and designated traffic loops to improve circulation and accessibility.**
- **Wayfinding and Signage:**
 - **Improve wayfinding and signage to help people navigate the area and discover businesses.**
- **Multi-Modal Transportation:**
 - **Prioritize the integration of pedestrian, bicycle, and transit infrastructure to create a truly multi-modal transportation network.**

5. Planning for the Future:

- **Community Collaboration:**
 - **Ensure ongoing collaboration with the business community and residents throughout the planning process.**
 - **Establish a clear process for community input and feedback on development proposals and public realm improvements.**
- **Long-Term Vision:**

- Develop a long-term vision for Central Lonsdale that balances growth with preservation, supports a diverse economy, and celebrates the area's unique character.
 - Zoning and Land Use:
 - Align zoning regulations with the desired vision for Central Lonsdale, ensuring that they support a variety of retail sizes, access to commercial kitchens, and a mix of retail and office uses.
-

Lonsdale Business Owner Focus Group (Leslie Notes)

February 19, 2025

Business Representatives

- 22(1) [REDACTED]
- 22(1) [REDACTED]
- 22(1) [REDACTED]
- 22(1) [REDACTED]
- 22(1) [REDACTED]
- 22(1) [REDACTED]
- 22(1) [REDACTED]

Consultant Representatives

- Krzysztof – Gehl
- Sofie - Gehl
- Jon – JS&A
- Leslie – JS&A
- Marta – Hapa

Favorite things about Central Lonsdale

- Amount of parts that are still in tact since from when he was a kid
- Diversity of different cultures; inclusivity
- Very pleasant street; Very friendly, parking is accessible; diversity
- Best of both worlds: Water to the south, mountains to the north
- Seeing the changes; Diversity and how welcoming it is; Shipyards
- Variety and diversity; The businesses that shut down during covid were the chains and the local businesses were able to stick it out

Mapping Exercise

- **22(1)**: Human scale development is very important (Microclimates with wind – there might need to be wind studies to understand how potential developments might create stronger wind tunnels and would be unpleasant)
 - o Each development acts as it own
 - o If overall zoning is looked at, what would the wind patterns be like if the zoning comes into plan?
 - o Need to consider human comfort in the experience.
- **22(1)**: New development has huge commercial spaces with bigger companies taking over the spaces. We might loss the 1,000 SF spaces. Not sure what the city is thinking about when planning a high rise building.
 - o Elimination of small businesses: Most of the new buildings don't allow commercial kitchens. Having a commercial space kitchen is disappearing.
 - § Comparison: Commercial Ave with small footprints.
 - o Every time there is a new development, it takes away the new businesses.
 - o Right now, many 1,000 or 1,000 SF but this might.
 - o **22(1)**: **22(1)** has also been asking for smaller retail spaces for businesses.

Storefront considerations and facades

- o **22(1)**: "If I want to go into a new building, the building doesn't allow a small commercial kitchen." This needs to be considered earlier in the process.
 - § Leases have a demolition clause (could be 1, 5, 10 years).
- o Rain
 - § **22(1)**: If there are more opportunities for covered spaces with the streetscape, this would be important."
- o **22(1)**: Alleys have great access and opportunities to segway into the other streets with smaller, singular restaurants that fill in the gaps.
 - § People park further off Lonsdale but then get into dead zone areas.
 - § Need to consider 360 design of the buildings/alleys/streets.
- o **22(1)**: Urban planning is always challenging.
 - § Need to be well-balanced for small businesses and corporations.
 - § **22(1)** City Planning
 - Very important that the businesses are accessible. More interesting so that people actually come to businesses instead of go through.
 - Over saturation of the same type of business can be very difficult for businesses to stay in business.
- **22(1)**: BIA is focused on working with you on how businesses can better operate.
 - o Customer demand
 - o City community planning. Zoning regulations.
 - o Goal for the BIA: We're here for the business community.
 - § How do we get more tourism, more business employment, and infrastructure are key focuses for the BIA.
 - o Hoping to be approved and ready to go by next year.

- **Amenities That are Missing**
 - o **22(1)**: Public Washrooms. The **22(1)** has been pushing for this more broadly. People with disabilities, moms with kids, business community faces the brunt of this. This would help people stay longer.
 - o **22(1)**: Theater would be lovely to have here.
 - o **22(1)**: Green spaces for people to socialize. There are great areas that are already parks that could be grander and more activate.
 - § Upgrade the amenities that are already here.
 - o **22(1)**: More events like Commercial Car-Free Days (this has been successful).
 - § Events are draw for people to come to Central Lonsdale. Introduce stores and businesses to the public and new customers.
 - **22(1)**: This is something that the BIA would be involved with and introduce more events and bringing the community together.
 - What would be the most ideal day/time/season for events?
 - o **22(1)**: Summertime (Keep people in Central Lonsdale that go down the Shipyards when it's nice).
 - o **22(1)**: Don't complete with Shipyard events so watch.
 - **22(1)**: Events should start locally and then grow to be larger regional.
 - o **22(1)**: Food trucks
 - o **22(1)**: Temporary businesses as trials to see what kind of businesses could come into the community to influence tourism and employment.
- **Are there seasonal patterns for customers?**
 - o January and February are low **22(1)**
 - o June and July are low **22(1)**
- **22(1)**: The economics of Lonsdale right now allow for certain businesses to successful. The **22(1)** has discussed opportunities for below-market commercial rents in strategic locations to help ensure the economics work for all business.
 - o "It doesn't matter what we want, if the numbers don't work, we're screwed."
 - o "We need to understand what the rents are going to be in new development so that businesses can go in to the spaces."
- **22(1)**: Defining the sizes and the allowance of commercial kitchens. (Technology is there for ventless systems but it's very expensive.)
 - o Need to zone for the types of businesses that we want to see.
 - o Issue with residents who don't want the commercial kitchens. Once residents move in, they don't want kitchens in that aren't already in.
 - o If you plan it this way, people will accept it. If you try to do it after the fact.
- **22(1)**: Need to align community needs, zoning regulations, and support the businesses a whole with a happy medium of big companies and small businesses.
- **22(1)**: "Businesses that create the full economy in Lonsdale is more than retail." Second floor commercial spaces.
 - o Can't be a full healthcare hub (don't have the research facilities)
 - o Opportunity and desire for more commercial uses with high paying jobs

- “North Van is always going to be more pensive than some where else. Why? Because it’s amazing.”

- § Need to build transit infrastructure so that there can be more employment opportunities.

- § “Let’s be ready for when the money comes to build it.” (Regarding infrastructure and transportation)

- **22(1)**: Businesses off the street should also get the same level of attention.
- **22(1)**: Presentation House: Developing local talent – in a crappy building on really valuable land. Would be great to move this to Central Lonsdale so that people could then go out to eat and drink afterwards.

- Community hubs would be great as an anchor.

- **22(1)**: Henry Jerome Center might serve as more of an anchor.

- § **22(1)**: This is so far north, that we will need to find ways to draw people down to the businesses.

- **22(1)**: Polygon Gallery is running in a deficit. Mayor has to host an event every year there to fundraise.

- **Nighttime Activation**

- **22(1)**: Residential outcry has caused clubs to close down because residents were so upset about the fights, congestion, and noise.

- **22(1)**: Challenge is to not compete with Shipyards. Central Lonsdale is a shopping experience as a corridor.

- § Make Central Lonsdale a destination street.

- § **22(1)**: Need better signage (wayfinding) to show people where businesses are. Alley activation is a huge opportunity. Help turn the corners.

- **22(1)**: Placemaking with alleys and murals. Draws people in with the right experiences.

- **Branding and Identity**

- **22(1)**: Need a stronger brand identity to build a stronger customer base. Greenscape.

- § Victoria Park – Not a strong anchor, no things to do at the park even in the summer.

- **22(1)**: BIA wants to introduce color into Central Lonsdale through art, placemaking, etc. A lot of the spaces right now are desaturated.

- § Sidewalks need to be freshened up and wider.

- § **22(1)**: Allow restaurants to have more patios.

- **22(1)**: Patio/parklet experience isn’t very attractive and need to be improved.

- **22(1)**: “Lonsdale is confused as to if it’s retail or if it’s transportation.”

- § Idea: Use St. George and Chesterfield for more transportation so that Central Lonsdale can be more of a destination.

- § Purposeful traffic. Destination traffic not thru traffic.

- Imagine the identity of Central Lonsdale in 10-20 years. What’s that differentiating identity?

- § **22(1)**: Persian restaurants and businesses.

- Mom and pop type places that are serving a wide range of things. People from a range of cultures that own businesses.

§ 22(1): It's one of the few streets that can be a true shopping street without a car. A wide range of businesses in a walking distance.

§ 22(1): Small and unique restaurants and shops with a full walkaround.

§ 22(1): Two types of businesses: Businesses that can't move, and businesses want to be in North Van because it's a great place to be.

§ 22(1): North Van is missing a great mall.

General Themes

- More customers

§ Anchors (like Presentation House) can help draw more customers.

- Spaces for small businesses

- More restaurants

- Want to draw people to Central Lonsdale, not through

- **Unique experience and purposeful planning**

- **360 Experience of Central Lonsdale and dual-sided approach to buildings.**

Lonsdale Business Owner Focus Group (Gemini Notes)

Summary

The meeting, attended by various stakeholders including Krzysztof Sadlej, focused on Central Lawndale's revitalization, emphasizing human-scale development, accessible commercial spaces (ideally 1000-1500 sq ft), and balancing the needs of existing small businesses with new developments. Key concerns included displacement of small businesses, parking, traffic flow, and maintaining Central Lawndale's unique character. Next steps include a business survey, a public open house, and ongoing collaboration with the Business Improvement Area (BIA).

Details

- **Participants and their Favorite Aspects of Central Lawndale:** The meeting began with introductions and participants sharing their favorite things about Central Lawndale. Recurring themes included the area's diversity, the variety of retail offerings, and the abundance of parks. They noted the high occupancy rates and the success of existing local businesses.

- **Intervention Ideas and Human-Scale Development:** Krzysztof Sadlej introduced the concept of interventions to further enhance the area, using provided tiles representing different aspects of development. A significant discussion arose regarding human-scale development, emphasizing the importance of considering wind patterns and the impact of building density on pedestrian experience. Concerns were raised about the potential displacement of small businesses due to new high-rise developments, particularly regarding the loss of commercial kitchens and smaller retail spaces.
- **Storefront Design and Accessibility Challenges:** Participants discussed the importance of storefront design, highlighting the ideal size of retail spaces (approximately 1000-1500 square feet) and the need for accessible commercial kitchens in new developments. They also emphasized the need for improved access to side streets and alleys, suggesting that this would allow for more diverse businesses and create a more lively atmosphere.
- **Business Sustainability and City Planning:** Challenges facing businesses were discussed, including rent costs, zoning regulations, and the saturation of similar businesses. 22(1) [REDACTED]
[REDACTED]
[REDACTED]. The importance of balancing the needs of both small businesses and larger corporate entities was highlighted.
- **Attracting Customers and Amenities:** The need to transform Lawndale from a thoroughfare into a destination was discussed, with suggestions including improved public amenities (such as public washrooms) and events. The potential for additional community amenities, like a theater or arts center, was also explored. The feasibility and timing of events to attract customers were also discussed, with considerations for seasonality and local versus regional appeal.
- **Economic Sustainability and Zoning:** Concerns were raised about the economic viability of small businesses in relation to rental costs. Participants suggested exploring below-market rental options for strategic locations to ensure the survival of smaller, local businesses. The importance of zoning that prioritizes desired business types and sizes, rather than addressing them as an afterthought, was emphasized.
- **Strategies for Supporting Small Businesses:** The meeting explored strategies for promoting small businesses within new developments, including pre-planning for commercial kitchens and strategically defining the sizes of retail spaces. The

importance of community surveys and market research to inform future development decisions was highlighted. The challenges of balancing community needs, zoning regulations, and business interests were also discussed.

- **Commercial Space and Transportation:** Participants discussed the need for a balance between retail spaces and office spaces in new developments, recognizing the demand for office spaces and the importance of supporting both. The need for improved transportation infrastructure, particularly in preparation for future rapid transit options, was also raised. The goal of attracting a broader customer base, including residents, visitors, and office workers, was discussed in relation to potential anchors like a movie theatre or arts complex, and improved public spaces.
- **Community Engagement and Events:** The importance of engaging the BIA and the community in the decision-making process was emphasized. Participants discussed the possibility of expanding events to include surrounding areas and businesses off the main street. The potential for partnerships with non-profit organizations, such as Presentation House, was also discussed.
- **Impact of the Harry Jerome Centre and Future Planning:** Participants discussed the potential impact of the new Harry Jerome Centre on Central Lawndale, including the increase in parking, washrooms, and the overall change in the area's character. The importance of making Central Lawndale a destination that caters to both residents and visitors was emphasized, suggesting that a diverse range of businesses and activities will be needed to achieve this goal. The need to consider the impact of noise and congestion on residential areas was also raised. Finally, they discussed strategies for improving the pedestrian experience, including better signage, activated laneways, and extended business hours.
- **Central Lawndale Streetscape Revitalization:** Krzysztof Sadlej led a discussion on revitalizing Central Lawndale's streetscape. They explored various approaches to enhancing the area's identity and attracting tourism, including incorporating unique artwork, improving greenscapes, and adding color through murals. The group also discussed the importance of creating inviting public spaces and improving sidewalks.
- **Traffic and Parking Considerations:** Significant conversation revolved around traffic flow and parking in Central Lawndale. Concerns were raised regarding the potential negative impact of reducing car access on businesses, while alternative solutions like angled parking and designated traffic loops were suggested to

balance pedestrian and vehicle traffic. The group acknowledged the need to find a solution that supports both businesses and pedestrian experience.

- **Central Lawndale's Identity and Long-Term Vision:** A key discussion point focused on defining and preserving Central Lawndale's unique identity for the next 10-20 years. They highlighted the area's diverse businesses, walkability, and the blend of old and new as defining characteristics. The challenge of balancing new development with the preservation of existing character was also addressed, with the suggestion that collaboration with developers is key to achieving desired outcomes.
- **Next Steps and Collaboration:** Krzysztof Sadlej outlined the next steps in the revitalization process, including a business survey, a public open house, and ongoing communication with stakeholders. They emphasized the importance of continued collaboration with the Business Improvement Area (BIA), recognizing their significant role in shaping the future of Central Lawndale. The group acknowledged that this is an ongoing process and no decisions have been finalized.

Lonsdale Business Owner Focus Group (Gemini Transcript)

Feb 21, 2025

Lonsdale Institutions Focus Group: Notes summary and takeaways

1. Celebrating Existing Assets:

- Participants highlighted the diversity of Central Lonsdale, including its mix of shops, restaurants, and cultural offerings.
- The central location and accessibility of the library and Civic Plaza were seen as positive attributes.
- The unique juxtaposition of urban development and natural beauty, with the mountains and waterfront nearby, was appreciated.

2. Enhancing the Public Realm:

- **Lighting:** Improved lighting was identified as crucial for safety, accessibility, and creating a more inviting atmosphere, especially in laneways and off the main spine.
- **Laneway Activation:** Participants were enthusiastic about activating laneways with lighting installations, cafes, and shops, drawing inspiration from examples in Amsterdam and other cities.
- **Greenway Connections:** The idea of creating a "Greenway Laneway" that connects to the existing Green Necklace and provides a safe and enjoyable North-South route for pedestrians and cyclists was proposed.
- **Civic Plaza Activation:** The potential for activating Civic Plaza with more programming and amenities, such as an outdoor library or cafe, was discussed, but challenges with obtaining permissions were acknowledged.
- **Weather Protection:** The need for covered spaces and weather protection to enhance year-round use of public spaces was emphasized.

3. Supporting Arts and Culture:

- **Missing Amenities:** Participants identified a need for more arts and cultural venues, such as a movie theater, live music venue, and additional gallery spaces.
- **Community Spaces:** The desire for more community-oriented spaces that are not solely focused on sports was expressed, with examples like the PipeShop and the Whistler Arts Centre cited as inspiration.
- **Programming and Events:** Participants suggested a variety of events and activities to activate the public realm, including art crawls, treasure hunts, outdoor movie nights, and festivals celebrating local musicians, artists, and cultural diversity.

4. Addressing Community Needs:

- **Teen Spaces:** A lack of dedicated spaces for teenagers was identified, highlighting the need for safe and engaging environments where teens can socialize and participate in activities.

- **Intergenerational Spaces:** The importance of creating spaces that cater to all ages and abilities was emphasized, with a focus on providing opportunities for interaction and connection between different generations.
- **Public Washrooms:** The need for more public washrooms was reiterated, particularly for people with disabilities, families with children, and the elderly.

5. Improving Connectivity and Accessibility:

- **Transportation Challenges:** Participants discussed the challenges of transportation and accessibility, including the limitations of the existing transit system, the need for better connections to surrounding areas, and the issue of limited and expensive parking.
- **Multi-Modal Connections:** The importance of supporting multi-modal transportation options, including walking, cycling, and public transit, was emphasized.
- **Seamless Transitions:** The "rough hill" separating Lower Lonsdale and Central Lonsdale was identified as a barrier to pedestrian connectivity, and potential solutions such as a funicular, bike lift, or streetcar were discussed.

6. Strengthening Identity and Branding:

- **Sense of Place:** Participants emphasized the importance of creating a strong sense of place that reflects the unique character and history of Central Lonsdale.
- **Cultural Visibility:** The need for greater visibility of local First Nations culture and heritage was highlighted, with suggestions for incorporating native plantings, Indigenous artwork, and interpretive signage.
- **Celebrating Diversity:** Participants expressed a desire to celebrate the diversity of Central Lonsdale through public art, paving patterns, and other design elements that reflect the various cultures and communities that contribute to its vibrancy.

7. Balancing Competing Needs:

- **Traffic Management:** The challenge of balancing the needs of pedestrians, cyclists, and vehicles was discussed, with a focus on creating a more pedestrian-friendly environment while ensuring accessibility for businesses and residents.
- **Commercial and Residential Uses:** The need to balance commercial and residential needs was also highlighted, with a focus on creating a vibrant mixed-use environment that supports both businesses and residents.
- **Preservation and Growth:** The importance of balancing new development with the preservation of existing character was emphasized, with a focus on ensuring that new buildings and public spaces complement the unique qualities of Central Lonsdale.

POTENTIAL ACTION ITEMS TO CONSIDER:

Public Realm

- **Lighting:**

- Improve lighting in laneways and off the main spine to enhance safety and create a more inviting atmosphere.
- Explore the use of creative lighting installations in laneways, drawing inspiration from examples in Amsterdam and other cities.
- **Laneway Activation:**
 - Develop a plan for activating laneways with a mix of uses, including cafes, shops, and community gathering spaces.
 - Consider creating a "Greenway Laneway" that connects to the Green Necklace and provides a safe and enjoyable North-South route for pedestrians and cyclists.
- **Civic Plaza:**
 - Explore opportunities to activate Civic Plaza with more programming and amenities, such as an outdoor library or cafe.
 - Address the challenges with obtaining permissions for animating the space.
- **Weather Protection:**
 - Incorporate covered spaces and weather protection into the design of public spaces to enhance year-round use.

Arts and Culture

- **New Venues:**
 - Explore the feasibility of adding a movie theater, live music venue, and additional gallery spaces to Central Lonsdale.
- **Community Spaces:**
 - Create more community-oriented spaces that are not solely focused on sports, drawing inspiration from examples like the PipeShop and the Whistler Arts Centre.
- **Programming and Events:**
 - Develop a diverse program of events and activities, including art crawls, treasure hunts, outdoor movie nights, and festivals celebrating local musicians, artists, and cultural diversity.

Balancing Competing Needs

- **Traffic Management:**
 - Develop strategies to manage traffic flow and balance the needs of pedestrians, cyclists, and vehicles.

- Consider closing off more streets to traffic, either permanently or temporarily, to create pedestrian-priority zones.
- Land Use and Development:
 - Ensure that new development complements the existing character of Central Lonsdale, with a focus on human scale, pedestrian comfort, and view protection.
 - Balance commercial and residential needs to create a vibrant mixed-use environment.

Additional Considerations

- Teen Spaces: Create dedicated spaces for teenagers that are safe, engaging, and offer opportunities for social interaction and creative expression.
 - Intergenerational Spaces: Design spaces that cater to all ages and abilities, promoting interaction and connection between different generations.
 - Public Washrooms: Increase the availability of public washrooms, particularly in areas with high pedestrian traffic and near community facilities.
 - Connectivity and Accessibility:
 - Improve pedestrian and cycling infrastructure, including sidewalks, crosswalks, and bike lanes.
 - Explore options for enhancing connectivity between Lower Lonsdale and Central Lonsdale, such as a funicular, bike lift, or streetcar.
 - Sense of Place and Branding:
 - Develop a strong brand identity for Central Lonsdale that celebrates its unique character and cultural diversity.
 - Incorporate public art, native plantings, and interpretive signage to enhance the sense of place and tell the story of the community.
 - Community Engagement:
 - Continue to engage with the community throughout the planning process, ensuring that their perspectives and priorities are incorporated into the final design.
-

Detailed Notes (Sofie)

Favorite thing about Central Lonsdale

- Live in Squamish, diversity, food, shops, groceries - lots to love
- News store, magazines, one of the few left in metro Vancouver, fun thing to do
- Library :) it is in the center, civic plaza space that people pass through and stop - nice sunny lunch times - people - kids - dogs - no traffic
- Diversity, can go and do errands, shoppings, different types of food, light installations is important
- Building height and style diversity - eclectic - openness, mix of low and high, more human and interesting
- Location is special, not flat, dense urban development right next to beautiful mountains, like that collision
- Beautiful and vibrant
- Live nearby, perfect access to everything, came with two cars and was able to ditch one as everything is within walking distance

Brainstorm image tiles

- Lighting / life at night
 - Laneways light installation in Lower Lonsdale, changing
 - Welcomes you into areas you might not naturally go to
 - String lights walking under, was likely at a parklet
 - Opens up eye contact, community feeling
 - Can change and reflect seasons and celebrations
 - Parklet by T Time, occupied at night with people that may make others less comfortable
 - If bus stops are well lit, people feel safer and will take the bus more
 - Good lighting makes a space more inviting
 - As someone that works here in the evening, library, it is very dark in Central Lonsdale, especially off the main spine
 - Safety and accessibility issues with lack of lighting
 - Even on Civic Plaza it is an issue with limited lighting
- Laneways
 - Went to Amsterdam, and it was a treat to get off the main street and into the laneways that was lit with lighting installations
 - We should do that - activate the laneways, explore, but there needs to be things to do, like a little cafe, a place to have a glass of wine. Shops, give reason to spend time longer in the area in general
 - Greenway laneways
 - Walking off the busy street, like the green necklace, why not something North South for walking and cycling - paired with the idea above
 - "Secret path" like by Cream Pony
- Parklet debate
 -
- Rough hill separates lower and central Lonsdale

- Lower Lonsdale BIA start of free shuttle up to 4th
 - Funicular talk
 - Bike lift
- Street car back or a conveyed belt
- Area only for housing south of Victoria Park is a contributor to not walking up as a shop gap
- More permissive for small business to pop up, even if temporary
- Accommodate for the uses we want to see when changes e.g. corners that can be used for pop ups
- Bryant Park has
 - an outdoor library
 - Cafe
 - Wanted to do something like that on Civic Plaza, but hard as they need to talk to at least 28 people to get permission as many feel ownership, but there isn't anyone really trying to animate the space = missed opportunity
- Jim Deva Plaza is a good example
 - Some cover
 - Lighting
- People love the outdoors, but we need to plan for the wet weather
 - How do we make spaces more useful 4 seasons
- WiFi public
 - Important for locals and visitors
- For Central Lonsdale, do not build right to the sidewalk, but allow for pockets, setbacks, to step 'away from the street'
- Bench with library set up in Lower Lonsdale DIY attracts life
- Mix the commercial, not just retail, also light industrial
- Intergenerational and stuff for older adults
 - Transit access
 - Open space activities
 - Public washrooms
 - Benches
 - Teen spaces are missing
 - Safe and fun
 - Library plays a role, but can't cover it all
 - Outdoor spaces for teens - zone between being supervised and independent
 - Dances
- Things that are missing / missing amenities
 - Need a movie place
 - Theatre
 - Art, engaging
 - Art crawls
 - Treasure hunts
 - Gallery would be nice

- Church basement concerts, punk shows used to be a thing
- Gay prom
- Fraternal Order of the Eagles is the bowling alley, night club, birthday party place
 - need more of that
- Rec centers are predominantly sports oriented, missing a community cultural space
 - Rooms for rent
 - Not for sports
 - Like the PipeWorks - but more affordable
- Harry Jerome will have lots of multi purpose rooms and outdoor space
- School District outdoor space is not used, but beautiful
 - Room up top is for rent, but expensive
- Is there a live music venue?
- Fun factor
 - Movie nights, buskers in the summer, could be more - winter is limited
 - Old industrial areas in the region with low rents are where this happens
 - Permitting more commercial activities - with affordable prices
 - Centennial Theatre performing arts - but feels like on the edge, like Harry Jerome
 - Town theatres in small towns in the US are community spaces, what is the version of that here? Like Whistler Art Centre.
 - Harry Jerome will have a skate boarding bowl
- Combining uses within the same areas, so dog park and farmers market happens more clustered, more of each
- Spaces with no traffic, safe for kids to just run around, chairs and tables
- Consider closing off more streets to traffic, maybe flexible, not closed all the time
- There used to be more public furniture
- More programming
 - Farmers market is missing after it was moved to the shipyards
 - Ephemeral stuff is good, but also needs reliable offerings
- Art perspective
 - Art can be built around uses to further attract people
- Performing arts and street activation, there is interest to do, but needs the spaces for it
- Good that there is attention to central Lonsdale and a lot has been dedicated to lower Lonsdale - different vibe down there...
- BIA working on a roaming ambassador program to guide people to other areas than right by the cruise terminal
- Hotel! Destination too
- Lonsdale Square - housing with retail, senior LGBTQ2S housing
- What is good "messiness"
 - Varied heights - not prescribed canyon
 - Small scale retail
- Capitalize on the geography of the area
- Close off the street for events
 - Slide the city event

- Downhill skateboard
- Chesterfield is an opportunity too
 - Got aaa bike lanes
- Victoria Park
 - Underutilized?
 - Stitch it across the street?
 - Public drinking is allowed, so events permitting is limited and harder to do
 - Staging is not permitted
 - Grand boulevard has a shelter
 - Add some non-resi to the edges, even if food trucks
 - Could use some more tables and seating
 - Chair cinema
- Fake grass in library plaza people picnic, the trees and 'grass' makes it feel like park
- Clean up needs to be thought into improvements to open spaces
- Main street money exchanged debate
 - How to approach / regulate to keep diversity
- Bike parking more regularly
- No where to park
- Don't drive on Lonsdale
- Better way to get the share bikes in Central Lonsdale and connect to Seabus
 - Seaspan has program to cater to employees running free without a vehicle
- Should be comfortable for all ages and abilities to get around
- Transit is not fantastic
 - Too long between buses, not reliable, and gets worse at night
- Not everyone is affluent here
- Get industry like Seaspan to sponsor a tram
- Getting to and from Central Lonsdale from surrounding areas is an issues
- Need a free parking garage
- What is the philosophy for Central Lonsdale - is it for locals or visitors, or both?
 - We have the mountains
 - People come down from mountains and have lunch or dinner - meeting point between the things people do around here
 - "The cross roads" the place where people meet
 - It is a mature mixed neighbourhood, it is for locals, picture of the community, even with towers is feels like a neighborhood scale
 - You can walk 3 blocks and experience the diversity of the community though the shop diversity
 - Risk to make it more attractive to more people visiting making it more expensive
 - What is the history here?
 - There was street car
 - Not new and modern - lean into that
 - Used to have performances in the streetcars that ran on lonsdale
 - People also do come from the outside for hospital, library, IMPACT north shore, community centers

- Sense of place and lands from the nations is missing
- North Shore website with all cultural and artistic assets
 - In the midst of developing an app to drive people to those locations
 - Family friendly, but aimed at adults
- Animate at lower sightlines to cater to kids too
- Does Lonsdale Ave need to be a trucking route?
 - Either the street should be calmed more. OR there should be more mixed use on the side streets
- Awnings could be colorful, banners too, and aid an identity
 - Use local artists to design them and curate a rotating program
 - Not more glass awnings with gaps between
- Signage is missing
 - A newcomer could miss the library that is 15 feet to the left...
- Grants for colorful street murals could be leveraged
- Big event
 - Beer festival
 - Gardens fest
 - Local musicians and artists festival
 - Volunteer fair has grown
 - Multicultural festival - there is one in West Van
 - Summer festival where persian people celebrate harvesting in August, usually with music and foods
 - New years is indoor
 - Market in Shipyards
 - Coho festival
 - Collaborative events like pink shirt day
 - Lantern festival - used to be in the Park

Feb 21, 2025

Lonsdale Residents Focus Group: Notes summary and takeaways

1. Appreciation for Existing Character:

- Residents value the unique character of Central Lonsdale, including its eclectic mix of shops, diverse food options, and walkability.
- The accessibility of amenities and the ability to live car-free were highlighted as positive aspects.
- The juxtaposition of urban density and natural beauty, with the mountains and waterfront nearby, was appreciated.

2. Enhancing the Public Realm:

- **Greening and Maintenance:** While residents appreciate the existing greenery, they emphasized the need for better maintenance and integration of natural elements, particularly in street gardens and along the Spirit Trail.
- **Safety and Parking:** Concerns were raised about safety issues impacting parking spots and the need for more accessible parking options.
- **Community Ownership:** The importance of community ownership and pride in the area was highlighted, with suggestions for expanding the "adoption program" for public spaces.
- **Roundabouts:** The positive impact of roundabouts on greening and traffic calming was acknowledged, with a suggestion to add more.

3. Activating the Public Realm:

- **Laneway Activation:** Residents expressed enthusiasm for activating laneways with lighting installations, cafes, shops, and green spaces, drawing inspiration from examples in Amsterdam and other cities.
- **Farmers Market:** Bringing the farmers market back to Central Lonsdale was suggested, with a focus on creating a vibrant destination with unique offerings and a variety of vendors.
- **Festivals and Events:** The success of food trucks and events like the Christmas Market in Lower Lonsdale was highlighted, with a desire for similar activities in Central Lonsdale.
- **Public Gathering Spaces:** The need for more public gathering spaces, including plazas and closed-off streets, was emphasized, with a focus on providing amenities like seating, shade, and opportunities for social interaction.¹

4. Improving Amenities and Services:

- **Public Washrooms:** The need for more public washrooms was reiterated, particularly for people with disabilities, families with children, and the elderly.
- **Teen Spaces:** A lack of dedicated spaces for teenagers was identified, highlighting the need for safe and engaging environments where teens can socialize and participate in activities.

- **Intergenerational Spaces:** The importance of creating spaces that cater to all ages and abilities was emphasized, with a focus on providing opportunities for interaction and connection between different generations.
- **Missing Amenities:** Residents identified a need for a movie theater, live music venue, art gallery, and more diverse retail options, including a bookstore, gift shops, and apparel stores for younger people.

5. Enhancing Connectivity and Accessibility:

- **Transportation Challenges:** Participants discussed the challenges of transportation and accessibility, including the limitations of the existing transit system, the need for better connections to surrounding areas, and the issue of limited and expensive parking.
- **Multi-Modal Connections:** The importance of supporting multi-modal transportation options, including walking, cycling, and public transit, was emphasized.
- **Seamless Transitions:** The "rough hill" separating Lower Lonsdale and Central Lonsdale was identified as a barrier to pedestrian connectivity, and potential solutions such as a funicular, bike lift, or streetcar were discussed.

6. Strengthening Identity and Branding:

- **Sense of Place:** Participants emphasized the importance of creating a strong sense of place that reflects the unique character and history of Central Lonsdale.
- **Cultural Visibility:** The need for greater visibility of local First Nations culture and heritage was highlighted, with suggestions for incorporating native plantings, Indigenous artwork, and interpretive signage.
- **Celebrating Diversity:** Participants expressed a desire to celebrate the diversity of Central Lonsdale through public art, paving patterns, and other design elements that reflect the various cultures and communities that contribute to its vibrancy.

7. Balancing Competing Needs:

- **Traffic Management:** The challenge of balancing the needs of pedestrians, cyclists, and vehicles was discussed, with a focus on creating a more pedestrian-friendly environment while ensuring accessibility for businesses and residents.
- **Commercial and Residential Uses:** The need to balance commercial and residential needs was also highlighted, with a focus on creating a vibrant mixed-use environment that supports both businesses and residents.
- **Preservation and Growth:** The importance of balancing new development with the preservation of existing character was emphasized, with a focus on ensuring that new buildings and public spaces complement the unique qualities of Central Lonsdale.

Potential Action Items to Consider:

This focus group with residents provided a wealth of valuable insights and suggestions for the future of Central Lonsdale. Here are some potential action items that can be taken to address their concerns and aspirations:

Public Realm

- **Greening and Maintenance:**
 - **Develop a comprehensive landscape maintenance plan that addresses drainage issues in street gardens and ensures the health and longevity of plantings.**
 - **Expand community gardening initiatives and explore opportunities for residents to participate in the maintenance and stewardship of public green spaces.**
- **Safety and Parking:**
 - **Address safety concerns in parking areas, potentially through improved lighting, surveillance, or traffic calming measures.**
 - **Explore options for increasing the availability of accessible parking spaces.**
- **Community Ownership:**
 - **Expand the "adoption program" for public spaces to encourage greater community ownership and responsibility for the public realm.**
- **Roundabouts:**
 - **Consider incorporating more roundabouts into the street network to promote traffic calming, enhance greening opportunities, and create visual landmarks.**

Activating the Public Realm

- **Laneway Activation:**
 - **Develop a plan for activating laneways with a mix of uses, including cafes, shops, community gardens, and artistic lighting installations.**
 - **Create a "Greenway Laneway" that connects to the Green Necklace and provides a safe and enjoyable North-South route for pedestrians and cyclists.**
- **Farmers Market:**
 - **Explore the feasibility of bringing the farmers market back to Central Lonsdale, potentially incorporating a covered space or integrating it with existing public spaces.**
- **Festivals and Events:**

- Expand the range of events and festivals offered in Central Lonsdale, drawing inspiration from successful examples in other areas like the Shipyards and Lower Lonsdale.
- Ensure that events provide opportunities for food and beverage vendors to enhance the visitor experience.
- **Public Gathering Spaces:**
 - Create more public gathering spaces, such as plazas and closed-off streets, with amenities like seating, shade, and opportunities for social interaction.

Improving Amenities and Services

- **Public Washrooms:**
 - Increase the availability of public washrooms, particularly in areas with high pedestrian traffic and near community facilities.
- **Teen Spaces:**
 - Create dedicated spaces for teenagers that are safe, engaging, and offer opportunities for social interaction and creative expression.
- **Intergenerational Spaces:**
 - Design spaces that cater to all ages and abilities, promoting interaction and connection between different generations.
- **Missing Amenities:**
 - Explore the feasibility of adding a movie theater, live music venue, art gallery, and more diverse retail options, including a bookstore, gift shops, and apparel stores for younger people.

Enhancing Connectivity and Accessibility

- **Transportation Improvements:**
 - Improve the existing transit system, including bus frequency and reliability, particularly during evening hours.
 - Explore options for enhancing connectivity between Lower Lonsdale and Central Lonsdale, such as a funicular, bike lift, or streetcar.
 - Address the issue of limited and expensive parking, potentially through partnerships with private developers or exploring alternative parking solutions.
- **Multi-Modal Connections:**
 - Prioritize the integration of pedestrian, bicycle, and public transit infrastructure to create a truly multi-modal transportation network.

Strengthening Identity and Branding

- **Sense of Place:**
 - **Develop a strong brand identity for Central Lonsdale that celebrates its unique character, history, and cultural diversity.**
- **Cultural Visibility:**
 - **Incorporate native plantings, Indigenous artwork, and interpretive signage to enhance the visibility of local First Nations culture and heritage.**
- **Celebrating Diversity:**
 - **Utilize public art, paving patterns, and other design elements to celebrate the diversity of Central Lonsdale and create a more inclusive and welcoming environment.**

Balancing Competing Needs

- **Traffic Management:**
 - **Implement traffic calming measures to reduce vehicle speeds and prioritize pedestrian safety.**
 - **Explore options for closing off more streets to traffic, either permanently or temporarily, to create pedestrian-priority zones.**
- **Land Use and Development:**
 - **Ensure that new development complements the existing character of Central Lonsdale, with a focus on human scale, pedestrian comfort, and view protection.**
 - **Balance commercial and residential needs to create a vibrant mixed-use environment.**

Community Engagement

- **Ongoing Collaboration:**
 - **Continue to engage with the community throughout the planning process, ensuring that their perspectives and priorities are incorporated into the final design.**
 - **Feedback Mechanisms:**
 - **Establish clear channels for community input and feedback on development proposals and public realm improvements.**
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Favorite thing about Central Lonsdale

- Memories of Lonsdale, started 22(1), worked as 22(1)
- Eclectic little stores, funky shops, good food
- Walking to everything with ease, moved here from West Van where there is now more going on, more people are moving here
- Heart of the city, the district, the north shore. Now that population is changing we need to do something for everybody young and old
- Interested in public art, went to Cap U, Iranian foods and grocers

Brainstorm image tiles

- Greening
 - Native planting and beauty, we have that generally, but somehow it comes between the cleanliness - street gardens have drainage issues. Maintenance needs to be in place
 - Safety issues impacting parking spots
 - Community gardens are an asset and more 'reasonable' someone taking care of them, more manageable
 - Wild, but not very green. There is a chance for natural integration into the spirit trail e.g.
 - East-west streets
 - Add to the parks instead of street
 - Ownership is critical - community and pride in the area - there is an 'adoption program'
 - Roundabouts are a plus, adds green, one is taken care of by the community (on St George)
- Reasons for why the Shipyards are great
 - Concert
 - Walkway
 - Coffee shop
 - Skate
 - All in one area
- Farmers market back to Central Lonsdale, bigger than
 - Consider as in building or covered too
 - Edmonton does farmers markets well - busy twice a week
- The Quay is a draw for tourists, destination, for retailers on Lonsdale you want the local base, but also would be good to see more visitors / tourists
 - How do we get them up here from the Quay
 - Farmers Market
 - Outdoor place for arts and crafts - curated - unique gifts
 - Gift shop with unique offerings is missing
 - Food trucks are a success in Port Moody
 - Needs to come with shared seating

- Sometimes there are events with no food or drinks - missed opportunity, RMCP
- Food is essential
- Christmas Market was a success on Lower Lonsdale
 - People want to stay there and explore as there is more than one thing to do
 - We need to work on that here, makes it a destination and a place people want to come back to
 - People do not stick around as much, it is more of a running errands
 - Attractions take place in Lower Lonsdale, we need more up here
- Issue of getting people up here, street car on wheels idea was floated and maybe that could bring more people up here
- Something that makes it more cute
- Kiosks for craft people
 - Concentrated in one area
 - 14th is closed off, could it be another side street closed off that holds it?
 - Or the alleys?
- Alleys need stop signs, more and more people use them and accidents are happening
- Focused effort on walkability.
 - Laneways / cut throughs for more networked experience
 - needs to be lit and signed
 - Visually Central Lonsdale could need a little bit of a face lift. There is not a whole lot of new.
 - Light on the trees and poles is helping
 - Some of the store fronts are not super attractive
 - Needs some TLC
 - The hills is a hike, wheeled streetcar would be an asset
- Murals help to activate a space, could be a pilot of old buildings that may be redeveloped
- Local precedent for living lane - blossoms - in Lower Lonsdale
 - Between 1st and 2nd by Chesterfield
- You cannot close off a portion of Lonsdale - EV needs to be able to go
- Pet peeve with street patios
 - Patios, not because it takes up vehicle space, but because it is horrible to sit there in traffic and eat
 - Loud, when sirens
 - Crowded the street, and when crowded people cannot think clearly
- Building edges / awnings
 - Big awnings along buildings for extended patio season, instead of having patios
 - Sandwich boards organised better as they block walkways
 - McNews used to have a bright green awning
 - Pigeon poop can be an issue
 - Rather sit along the edge than on the curbside
- Anchor points
 - 20th street, perhaps a farmers market
 - Victoria Park that could use a freshen up

- Maybe a green house with a coffee shop
- Up by Harry Jerome?
- Character areas
 - 13th/15th is a split point
- Missing / needs not covered?
 - Missing a theatre / art theatre
 - North Van has a lot of movie studios
 - Maybe a multipurpose space
 - Live music
 - Fun stuff
 - Good restaurants
 - breweries
 - Places to connect
 - Book store
 - Place to get gifts
 - Apparel for younger people
 - Coffee shop that you can also sit and work at
 - Young people go to Nook, Gastown, but run errands in Central Lonsdale
 - Independent coffee shops like in Lower Lonsdale, one starts and then more comes. Momentum is needed
 - Restaurants for a celebratory dinner there are no places in Central Lonsdale
 - Little theatre in Deep Cove, 100 people. A place like that could be used for a lot of different purposes
 - Transit is missing, not sufficient as is, gets stuck in traffic and for people dependent on that route that is a big issue
 - Better bus stops
- So much potential in the area
- Not just change everything, but keep what is there. Commercial Drive does a good job at combining the old and new.
- Multi-cultural
- My community is my family, if I do not feel good and I step outside and see a familiar face I feel good
 - It is a neighbourhood
 - Mountains and water
 - Friendly faces
 - Really is a local community, of all kinds of people
- Celebration of the persian community is missing
 - Iranian music singing at local farmers market, seems like there is likely a lot of artist living here not known
- Cyclist, but not seeing a need for a bike lane on Lonsdale Avenue, maybe the alleys as there is a need not covered closer to where you go to shop. You cannot get on your bike and safely go to the grocery store. Spirit trail is the one safe bike route.
 - Trucks on alleys would be in conflict with bike access in lanes
- Signage is needed

- What makes this area unique and distinct? 20-30 years from now.
 - Return to natural materials and greenery
 - Park gazebo
 - Farmers market
 - This area is flat, you came up on the streetcar and you can now bike/walk around Central Lonsdale and go to all these wonderful places
 - Spirit trail got connected to Shipyards, and three bike shops popped up
 - Connect to the Spirit Trail better!
 - Streetcar would be a unique selling point
 - Make it easier to get around, biking, running, fee more approachable
 - Pockets of greenery
 - Make it nicer
 - If there is ever a vacant store on Lonsdale, activate it!
 - Pop ups with arts / food
 - Sculptures
 - Look into local artists
- Public Spaces and Parks that are here. Do they cover your needs?
 - Victoria Park is missing
 - comfortable areas
 - Picnic tables
 - Lawn gets wet, so central areas in not accessible, you need to stay on the paths
 - Games would be fun
 - Grand Blvd is a success story
 - Water parks
 - Bocce ball
 - Drinking water fountains
 - Could banks sponsor some gardens or seating? Even on their own blocks as those are missing activation
 - Access to water to clean the street, not all businesses have this
 - Nature and ecology integrated in the branding
 - Lighting is really an issue, overall
 - Rooftop spaces for people living in the building
 - Rooftop restaurant - see views, publicly accessible
 - School district has a nice view, but not super accessible for the public, they have a terrace
 - Covered spaces, but still feels outside
 - Bus stops needs better design
 - Ensure accessibility, color contrast - all year
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