This community plan provides additional policy direction for central Holetown and is designed to read in addition to the national Physical Development Plan policies. It provides a framework for Holetown’s continued development as a Regional Centre that supports tourism through its service, entertainment and retail facilities.
9.1 Introduction to the Community Plan

Holetown is designated as a Regional Centre, a designation it has held since the Physical Development Plan Amended 2003. Prior to this, the town was designated as a local level and tourism-oriented service centre. The PDP Amended 2003 recognised the town’s expanded role in the national structure, particularly its importance for international tourism. Holetown was regarded as “built out”, with little opportunity for growth and expansion, and consequently the Plan focused on enhancement of the existing environment and minor intensification.

The PDP Amended 2017 builds upon previous planning policy for Holetown while seeking to respond to challenges and identify opportunities to improve the quality of place, level of amenity and distinctive tourism function of the community. The community plan is focused on the core area of Holetown where there is the greatest existing level of activity and opportunity for reinvestment and intervention. The community core contains the historic First and Second Streets mixed use area; a thriving commercial district anchored by the Lime Grove Shopping Centre; high-end tourist accommodation along the beachfront; a significant public centre; and Folkestone Marine Park, protecting a nationally significant coastal ecosystem.

This community plan updates policies for central Holetown relating to sustainable development, cultural heritage, natural heritage, the green economy, mobility and infrastructure and, critically, considers the impacts of climate change on the community core. It identifies opportunities to strengthen the town’s resilience and ensure continued growth as a service centre. Policies in this community plan are to be read in conjunction with the national policies.

This community plan includes the following sections:

- 9.1 Introduction to the Community Plan
- 9.2 History of Holetown
- 9.3 Holetown Today: Context and Challenges
- 9.4 Vision, Goals and Objectives
- 9.5 Strategic Policies
- 9.6 Land Use and Built Form Policies
- 9.7 Open Space System
- 9.8 Special Policy Areas
Key Directions

1. Complete the Waterfront Route by connecting the two segments of completed boardwalk to create a continuous public connection along the waterfront.

2. Enhance the Bus Transfer Point at Highway 1 and Highway C to include sheltered waiting areas and formalized vending areas.

3. Address flooding in the area by considering the existing culverts and the relationship of the outflows to the upstream catchment areas.

4. Maintain Folkstone Park as a key community asset and enhance the relationship between the marine and land components of the park.

5. Address the public realm stormwater issues within the Civic Centre and improve the access point to the sea.

6. Enhance historic First and Second Street as pedestrian-focused, mixed-use areas.

7. Extend the Highway 1 landscaped boulevard and tree planting south of Cemetery Lane including a pedestrian route.

8. Designate Pedestrian Priority Areas between key destinations along Highway 1 to coordinate continuous sidewalks and pedestrian crossings at busy intersections.

9. Protect the existing access points to the boardwalk and beach and create additional connections through any new development.
9.2 History of Holetown

Holetown has been the location of a number of archaeological studies concerning both prehistoric and historic archaeological resources. Those studies attest to the presence of extensive archaeological resources in Holetown. In addition to its archaeological resources, Holetown has played an important role in the post-European settlement history of Barbados. Holetown is the site at which the island was first claimed for the Crown in 1625 and was also the point at which the first settlers landed in 1627. The town boasts an obelisk monument and cannons dedicated to the settlement. Calling the area Jamestown in honour of the then king of England, the name was subsequently changed to Holetown because of the “hole” or inlet which was capable of accommodating shallow draft ocean-going vessels.

The settlement has always been considered one of the “towns” of Barbados, along with Bridgetown, Speightstown and Oistins. Initially, it was no more than the size of a village with a few warehouses to hold the produce of nearby plantations while awaiting shipping. In the second half of the nineteenth century, there was some minor commercial activity connected to whaling.

Holetown has developed over the years into a tourist-oriented centre with a large proportion of tourist accommodation in the area. Development and expansion of high-end tourist accommodations has led to the region encompassing Holetown being referred to as the Gold Coast. However, it is much more than a tourist centre. Various housing developments for Barbadians have sprung up and with the associated population growth providing the catalyst for economic development, Holetown has retained its role as an important service and entertainment centre and provides substantial retail facilities.
9.3

HOLETOWN

HOLETOWN TODAY: CONTEXT AND CHALLENGES

Holetown is defined by its intimate relationship with the tourism industry, an influence that affects the majority of the land use in the core. The central commercial area of Holetown includes Lime Grove Shopping Centre, a high end retail complex, and the Chattel Village Market, a collection of small scale tourism-oriented vendors. Historically, the business core was located in the First and Second Street area. Recently, many shops and houses have been transformed into restaurants, creating a mixed-use district.

Much of the coastal strip along Highway 1 is occupied by tourism-related uses – resorts, hotels, apartments, and restaurants – creating a large private presence along the waterfront and limiting public access to the beach. Recently, three sections of boardwalk have been installed, providing a valuable amenity for residents and tourists alike. The Holetown Public Centre breaks up the tourism corridor south of First and Second Streets, before tourism uses pick up again and continue to the south. At the northern end of the community plan area lies Folkestone Park with its associated Marine Reserve. There is also a major sporting and recreation amenity, Trents Playing Field, on the inland side of Highway 1.

Holetown is the terminus of several local gully catchments (Folkestone Branch, Portvale, Seaview, and Molyneaux) carrying water from the escarpments east of the town. There is an important gully outlet north of the Public Centre and another at Holetown Lagoon. Consequently, severe weather events are a significant concern in Holetown, particularly those that involve heavy precipitation.

Today Holetown faces a number of challenges resulting from its rapid growth as a tourist destination and mismanagement of the natural heritage system and its function in controlling stormwater. The challenges in the Holetown community plan area include:

- With an economy dependent on tourism, critical infrastructure in close proximity to the waterfront, and sensitive marine ecosystems, there is a heightened vulnerability to climate change.
- Following significant rainfall, stormwater runoff overwhelms the drainage systems and causes flooding throughout Holetown.
- As a built-up community, natural heritage is continuously under threat from development pressures and must be actively protected.
- Highway 1, the main high street corridor, serves neither vehicular traffic nor pedestrians well, creating congestion for the former and danger for the latter.
- The waterfront is fragmented and public access is limited.
- There is little celebration and promotion of Holetown’s rich cultural heritage beyond the monument and cannons.
- Compared to other communities of similar size, Holetown has little in the way of public transport infrastructure.

> Trents neighbourhood
9.4 Vision and principles

9.4.1 Vision

Holetown will become a sustainable Regional Centre that is a model of resiliency in the face of extreme weather and a changing climate. It will strengthen its tourism offering while ensuring the continued development of amenities serving the local population. Holetown will provide a high quality of life for residents and visitors, enhancing walkability, community facilities and open spaces. Investment in infrastructure and private development will demonstrate sustainable and resilient design solutions.

9.4.2 Goals and Objectives

Embed coastal resiliency and emergency preparedness in all aspects of growth.

- Ensure climate change resiliency in the design of all new development.
- Invest in infrastructure to protect the coastline from the impact of severe weather events and sea level rise.
- Integrate emergency preparedness into all planning decisions.

Improve stormwater management and alleviate flooding.

- Implement drainage infrastructure improvements within Holetown community core and upstream.
- Enforce strict development controls to ensure that new development does not impede infiltration and conveyance of stormwater.

Embrace the waterfront as a public space.

- Knit together the boardwalk segments and protect and improve beach access points from Highway 1.
- Improve the interface between the Public Centre and the beach.
- Promote Folkestone Park and associated museum and marine park as a waterfront focal point.

Celebrate cultural heritage as central to the identity of Holetown.

- Reinforce the rich history of the town – from Amerindian communities to British settlement to contemporary vibrancy – as a significant feature of Holetown.

Continue to build up and diversify the tourism industry.

- Support additional well-designed tourist accommodation on key sites.
- Encourage the development of tourism-supporting businesses including shops and restaurants.
- Promote cultural heritage and natural heritage assets as a focus of tourism.

Improve walkability throughout the community.

- Improve the walking environment on Highway 1, including by making sidewalk improvements and expanding pedestrian routes in linear open spaces.

Enhance multimodal mobility, both for locals and visitors to Holetown.

- Create a formalized location for transfers between bus routes.
- Explore the introduction of water transport.
Strategic Policies

The strategic policies build on the direction provided by the national strategic policies. They provide localized policy direction to achieve the vision, goals and objectives for Holetown.

9.5.1 Promoting Sustainable Development

Holetown is a key tourism centre on the island, with a land use pattern and commercial mix that reflect the important role of the industry. At the same time, Holetown also hosts a significant cluster of community facilities and recreational amenities to support the local population. These strengths form a strong basis on which Holetown can continue to develop as a complete and healthy community.

Policies:

1. Holetown’s role as a tourism-focused Regional Centre within the island settlement structure will be reinforced.

2. Vacant and underutilized parcels in the community core will be prioritized for infill and reinvestment.

3. Continued development of the mixed-use retail pattern along Highway 1 will be supported.

4. Continued development and upgrading of First and Second Streets as a unique commercial/entertainment area will be encouraged.

5. Development and investment will enhance Holetown community core as a complete, healthy and age-friendly community. This will include:
   a) Improving walkability.
   b) Encouraging seniors’ housing to locate in Holetown community core.
   c) Improving accessibility to community facilities and businesses for persons with disabilities.
   d) Encouraging health facilities and clinics.
   e) Promoting local food.
   f) Developing multimodal transportation options

6. New development and renovations/restorations in Holetown community core will be sensitive to the fact that much of the area is within the 100-year floodline and will be designed to be resilient to the effects of climate change including severe weather events. This may include:
   a) Requiring strengthened structural components to withstand specified categories of impact.
   b) Requiring non-residential first floor occupation of buildings.
   c) Requiring setbacks from the coast for sensitive land uses such as residential and community facilities.

7. Holetown Public Centre will be recognized for its important civic function and improvements will be made to its walkability, accessibility, aesthetic quality, sustainability and resiliency. See Section 8.8 for specific guidance on this key opportunity site.
9.5.2 Protecting Core Assets
Agriculture

Food is an important component of community health and well-being, and local food should be actively promoted in Holetown. Promoting local food provides the additional benefits of supporting local farmers and fisherfolk and supporting the tourism industry, which increasingly relies on being able to give tourists an “authentic” experience.

Policies:

1. Informal local produce vendors will be encouraged as an important means of providing access to local food.
   a) Independent food vendors, already set up on vacant plots along busy roads, will be supported with signage, waste facilities, seating, and other assistance as needed.

2. Temporary farmers’ markets will be encouraged in Holetown community core to provide access to local food for residents and provide a local food experience for tourists.

9.5.3 Greening the Economy

Holetown’s tourism-focused economic base, predominantly clustered along the coast, is at particular risk from climate change and related severe weather events. Developing the green economy in Holetown will help to mitigate the potential impact of climate change on the local economy.

Policies:

1. The Government will support the diversification of Holetown’s economy, encouraging the development of sectors such as nature tourism and culture and heritage.

2. Folkestone Park and Marine Reserve will be promoted as a major attraction in Holetown.

3. Consideration will be given to the expansion of the Folkestone Museum (Visitor Centre) to include a more comprehensive set of programming focusing on natural heritage and environmental sustainability.
9.5.4 Protecting Core Assets

Natural Heritage

Holetown features a variety of natural heritage assets anchored by Folkestone Park and Marine Reserve. The natural heritage system’s ecological function should be considered a critical factor in the community’s climate change adaptation strategies. Protection of these natural assets is therefore a matter of continued, long-term prosperity in Holetown.

Policies:

1. Development in Holetown will protect and enhance natural heritage assets and improve its resilience as a coastal community.
   a) Folkestone Park and Marine Reserve will be conserved and promoted as the focal point of Holetown’s Natural Heritage System

2. Government will improve the resiliency of the community to climate change. This will include:
   a) Initiating a pilot project to apply and test disaster risk reduction and climate change adaptation policies.
   b) Exploring options to protect the coastline and the built form located in flood susceptible areas due to storm surge, such as implementing coastal protection and coastal erosion mitigation measures including using hard and soft coastal protection and land reclamation. The Government will use the results of the CRMP to inform additional coastal protective measures.

3. The gully catchment areas in and beyond Holetown community core will be conserved and enhanced for their natural functions including conserving biodiversity and providing stormwater management.

Protecting Core Assets

Water

Holetown has experienced significant flooding in recent years that has caused extensive property damage. The flooding is a result of inappropriate development within flood susceptible areas and inadequate stormwater management infrastructure in its gully catchment areas and outlets to the sea. A study called Flood Alleviation in Holetown and Trents has recently been completed as a part of the Stormwater Management Plan Update and implementation of its recommendations will be essential to improving flooding in Holetown community core.

Policies

1. The Government will seek to reduce flood risk through a combination of integrated hard and soft mitigation measures implemented throughout Holetown and its watershed (gully catchment areas). This will include:
   a) Developing and periodically updating detailed flood and surface flow data to define routes of surface flow conveyance. Current studies including the CRMP, Stormwater Management Update and Flood Alleviation in Holetown and Trents should be used for this purpose.
b) Implementing the recommendations of the Flood Alleviation in Holetown and Trents study, particularly regarding the W25 Seaview gully catchment, which was identified as the highest.

2. Priority for flood alleviation measures, and the W26 Portvale gully catchment that discharges at Holetown Lagoon, for which measures were identified to reduce debris and sediment loading.
   a) Encouraging and incentivizing the reduction of impervious cover, including the increase of soft landscaping and installation of permeable paving for parking and driveways in Holetown community core.
   b) Implementing upstream flood reduction mechanisms to decrease the volume and rate of flood waters conveyed into Holetown. New development on the sea side of Highway 1 will be required to demonstrate that it will not negatively impact the water quality of surface runoff into the sea.
   c) Flood and storm surge assessments should be evaluated by developers and architects to determine the flood/storm surge risk over the design period of new or restored buildings. Development will be required to demonstrate that there will be no overall increase in proximate/downstream flood risk or inland storm surge risk.

9.5.5 Mobility and Accessibility

Holetown is identified as a Mobility Node within the Island Settlement Structure, however it has little in the way of formal public transport infrastructure. An opportunity has been identified to create a Bus Transfer Point including formalized vending on a vacant parcel in Holetown community core.

Policies:

1. New development in Holetown community core will support walkability and multimodal transportation choice.
2. The three existing boardwalk sections will be connected to create a continuous and complete waterfront pedestrian route that serves as an amenity for the community and an attraction for tourists.
   a) Boardwalks may be designed to protect the coast from erosion and storm surge, where appropriate.
3. Existing and proposed pedestrian routes have been identified on Map 9D and will be improved or introduced in order to provide alternative routes in Holetown community core.
   a) Routes will be marked with wayfinding signage and made accessible to persons with disabilities wherever possible.
4. Highway 1 between the Holetown Public Centre and the Bus Transfer Point has been identified as a priority pedestrian linkage, as shown on Map 9D.
   a) Contiguous sidewalks should be built on both sides of the street where possible, with pedestrian crossings added or improved as needed.
   b) The streetscape should be enhanced with new lighting, furniture and vegetation where street widths are appropriate.
   c) Traffic calming measures should be introduced to reduce vehicular speeds and alleviate the dangers of pedestrian crossings.

5. Pedestrian improvement areas have also been identified on Map 9D. These areas should also be improved, but have a lower level of priority and/or require a lesser degree of amenity.
   a) Contiguous sidewalks should be built on at least one side of pedestrian improvement areas, with pedestrian crossings as needed.
   b) Streetscape improvements should be made in pedestrian improvement areas where possible.
   c) Pedestrian crossings will be improved as shown on Map 8D.

6. Cycling will be supported by encouraging the provision of local bicycle routes and trails and bicycle parking.

7. A bus transfer point will be established to serve Holetown and its surroundings, facilitating transfer between bus routes across the island. Further guidance on this key opportunity site is provided in Section 9.8.

8. The Government will explore the potential to locate a jetty for water transportation in or near Holetown community core.
   a) Consideration will be giving to locating the jetty at the Holetown Public Centre.
   b) To promote multimodal mobility, site selection for the jetty will give consideration to providing seamless connections to other forms of transportation including walking, cycling, public transport and driving.
   c) Congestion at priority intersections will be addressed.
   d) Transportation Impact Assessments should be undertaken at Highway 1 and Highway C, and Highway 1 and Highway 1A.
   e) Laybys should be introduced at bus stops.

9. Parking conditions in Holetown community core will be rationalized, with consideration given to joint use of existing parking facilities.

9.5.5 Planning for National Infrastructure

Holetown already features some important renewable energy technology: the Lime Grove car park includes electric vehicle charging stations. As it continues to develop Holetown must incorporate more of this type of innovative renewable energy infrastructure.

Policies:

1. The Government will promote the use of renewable energy in Holetown community core by:
   a) Encouraging the use of rooftop photovoltaics to meet energy needs; and
   b) Expanding the provision of electric vehicle charging stations in car parks.

2. The Government will introduce local waste education centres to promote sustainable waste management. This may include:
   a) Using informational and educational signage to raise awareness of recycling and waste diversion activities; and

3. Considering the introduction of waste education centres in association with other community facilities, such as within the Holetown Public Centre or on the campus of the St. James Secondary School.
9.6.1 Design Strategies

Design strategies for Holetown community core are intended to ensure compatibility of new development with existing fabric and promote a high quality public realm that facilitates walking and public transport use.

1. Development in proximity to Listed Buildings will be designed so as not to detract from the historic character of the building and associated cultural heritage landscape.

2. New development on Highway 1 will be designed with buildings set close to the sidewalk to provide a consistent street wall and ease of access for pedestrians.

3. New development in Holetown community core will maintain a small scale, with five or fewer storeys.

4. As development occurs, landscape and pedestrian treatment along Highway 1 will be implemented in a consistent fashion, including sidewalk improvements and trees planted along the property line.

5. The linear greenspace on the inland side of Highway 1 south of the Massey Supermarket will be improved as a public open space and pedestrian route. This treatment will continue south of Cemetery Lane.
   a) Amenities such as street lighting and seating will be provided.
   b) The integration of historical interpretation elements will be considered.

6. Development of the large vacant parcel occupying a central stretch of coastline at the southern end of the community plan area will consider its interface with the public realm.
   a) Shore Access Points at north and south ends of site will be preserved.
   b) A new Shore Access Point through the middle of site will be created, if possible.
   c) Sustainability best practices will be incorporated into building and landscaped design, construction practices, and resource management.
   d) Development will be designed to have a positive frontage both on Highway 1 and on the beach.
9.6.2 Mixed Use

Policies

1. Development within the First and Second Street area may, at the discretion of the Chief Town Planner, provide parking at a convenient off-site location if required.

2. Light industrial uses will not be permitted.

8.6.2 Tourism

The national policies of Section 3.6 Tourism apply.

8.6.3 Institutional Policies

1. The St. James Parish Church and Churchyard will continue to be protected, including by preserving views from Highway 1.

9.7. Open Space System

The aim of this section is to establish a hierarchy of open space within Holetown for formal and informal recreation and to improve the quality of the environment. Recreational spaces that meet the needs of the community are an important component of healthy communities, providing opportunities for physical activity. Designated open spaces are protected for this function.

These policies build on the parks and open space policies in Section 4 and are to be read in addition to those policies. Where there is a discrepancy between the policies of Section 4 and of this section the policies of this section apply.

9.7.1 OS2 – Natural Heritage Conservation Areas

Natural Heritage Conservation Areas – Marine

Folkestone Marine Park is designated as a Natural Heritage Conservation Area – Marine.

Policies

1. The Government will conserve and protect Folkestone Marine Park as a natural heritage asset and prime marine habitat.
9.7.2 OS4 – Public Parks and Open Spaces

Recreational Park

Trents Park contains a community centre and playing field and provides an important amenity for the community.

National policies for Recreational Parks in Section 4.5 apply.

Coastal/Beach Park

Folkestone Park is a Coastal/Beach Park and a well-used public open space.

National policies for Coastal/Beach Parks in Section 4.5 apply. Further guidance on this key opportunity site is provided in section 9.8.

9.7.4 OS7 – Shore Access Points

There are a number of Shore Access Points in Holetown. Two of these, Folkestone Park and First Street, have vehicle access, though the latter is not well marked or delineated. In a community where much of the shoreline feels very private due to extensive hotel development, these Shore Access Points are an extremely valuable feature to preserve public access and the public function of the waterfront.

Policies

1. Existing Shore Access Points will be maintained and additional ones will be encouraged in Holetown community core.

2. Development adjacent to Shore Access Points will be designed to provide views to the sea where possible.

> Landscape and pedestrian treatments along Highway 1 should include a continuous sidewalk and tree planting.
9.8. Special Policy Areas

9.8.1 Key opportunity sites

Policies in this section provide additional guidance for three key opportunity sites that have been identified in Holetown community core.

**Folkestone Park**

Folkestone Park is located at the northern boundary of the Holetown Community Plan. It is a Coastal/Beach Park and provides a significant public open space on the coast for residents and tourists alike. Despite its close proximity to the extensive tourist accommodations in Holetown, its tourism potential has not been maximized. The Folkestone Museum (interpretive centre) is little known, partially because it is not promoted or signposted as much as it could be. More could be made of the open space, tourism, cultural and educational potential of this key opportunity site.

**Policies**

1. The Government will consider options to protect the coast from the impacts of sea level rise, erosion and severe weather events.
2. Any new development on the site will preserve and protect the existing mature trees.
3. Additional uses within the Visitors Centre and interpretive signage about the natural history of the area will be considered.
4. The interface of the park with Highway 1 will be improved.
   a. The fence should be removed to make the park more accessible from Highway 1;
   b. The parking lot should be landscaped and screened from surrounding areas.
5. The tennis courts and basketball courts will be upgraded as necessary.
Holetown Public Centre

Situated adjacent to First and Second Streets, bordering the beach, the Holetown Public Centre and Police Station site is at the core of the community in a rare public space on the water. It is a valuable public asset to have in such a central location. However, flood risk is severe, both because it is within the 100 year floodline and because a significant watershed discharges to the north of the site and has recently experienced significant flooding. However, with improved public realm, pedestrian connections and stormwater management, the site has incredible potential to be the heart of the community for locals and a counterbalance to the extensive tourism uses on the waterfront.

Policies

6. The Government will evaluate the extent to which structural interventions planned as part of CRMP will be able to protect Holetown Public Centre from sea level rise and extreme weather events. This information will determine whether protection or retreat (relocation to a less exposed and vulnerable location) represents the more practicable climate change adaptation option for Holetown Public Centre.

7. Flood alleviation strategies from the Flood Alleviation in Holetown and Trents study will be implemented, as referenced in Section 9.5.

8. Safe and legible pedestrian routes will be provided between buildings within the Public Centre.

9. Open spaces, seating areas, and other public amenities will be introduced within the Holetown Public Centre.

10. Adaptive reuse of vacant and underutilized public buildings will be encouraged, particularly for community and/or cultural facilities.

a) The Holetown Police Station will be considered for a museum or similar cultural or community function.

11. Improvements will be planned to address the accessibility needs of vulnerable users, particularly seniors.

12. The interface between the Holetown Public Centre and the waterfront will be improved.

13. The Government will consider the site as a potential location for a jetty, as referred to in Section 9.5.
Bus Transfer Point

Community cores are meant to be the most accessible places on the island by a variety of forms of transportation, including public transport. Holetown currently has only bus stops, but there is an opportunity to create a more formalized bus transfer point, befitting Holetown’s designation as a Mobility Node within the island-wide mobility network. The vacant parcel identified for the bus transfer point is currently used for informal commercial activity, including local food vendors, which could be incorporated into the design of the site, providing convenient amenities for passengers transferring from one bus route to another.

Policies

14. Bus laybys will be established in each direction of travel to facilitate transfers between routes.
15. A waiting area with shade, seating and waste facilities will be provided.
16. An improved pedestrian crossing will be provided to facilitate crossings of Highway 1 and Highway C.
17. Pedestrian linkages on Highway 1 and Highway C will be improved to provide a safe walking environment leading to the bus transfer point.
18. Bike parking will be incorporated in the site design to encourage active transportation.
19. Commercial activity that is already existing on the site will be formalized as part of the site design.
20. Local food vendors will be encouraged on the site
First and Second Street

First and Second Streets are historic, small-scale streets lined with houses. In some cases, these buildings have been converted to bars and restaurants that support tourist activity and local nightlife in the community, while others have retained their residential uses. The small scale of these streets makes parking and vehicular traffic problematic, interfering with pedestrian movements. With that said, the area is generally well-served by pedestrian crossings. First and Second Streets have significant potential to continue to develop as a cultural heritage and entertainment district.

Policies

21. Improvements to the First and Second Street mixed use district may include:

a) Providing parking to serve commercial uses and exploring the creation of a communal parking lot.

b) Improving sidewalks, including investigating whether the original cobblestones remain under current surfacing.

c) Delineating space for different uses, such as café patios.

d) Pedestrianizing streets or limiting vehicular access.

e) Enhancing the historic character of the neighbourhood through the reclamation and installation of historic amenities such as historic lighting.

f) Exploring opportunities for a local food market.

g) Improving the streetscape on the small street connecting First and Second Street.