

# 4 PUBLIC REALM PLAN

## 4.1 Background

### 4.1.1 Importance of the Public Realm

A quality public realm is essential to achieving an attractive and active neighbourhood experience at the human scale. It can encourage people to use sustainable transportation modes – to walk, cycle or use transit – by creating accessible and memorable spaces through improved connections to and from public places. It can nurture community gathering by providing appealing, functional spaces for socializing and recreating. Most importantly, the public realm can promote and enhance the neighbourhood character by providing successful and desirable places to live and work. To achieve these benefits, a public realm plan outlines a comprehensive and strategic approach to how the public realm is developed, enhanced and maintained.

#### What the Mount Pleasant Community Plan (2010) says:

- Pursue creative ways to add park/open space; seek more green space through large site redevelopment.
- Create one new central neighbourhood square (with covered area) for events.
- Provide improvements to encourage walking and cycling in Mount Pleasant.
- Develop a laneway strategy as part of the Public Realm Plan; activate laneways to make them places to walk, live and work, while still serving commercial loading/unloading and waste management routes.
- Find a variety of ways of acknowledging historic waterways, heritage trees and other aspects of the natural history.
- Recognize and celebrate the “triangle block” as the historic heart of the community.





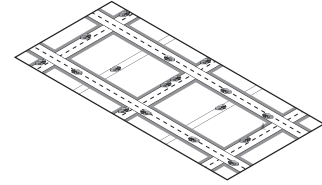




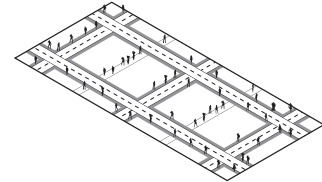
### 4.1.2 What is the Public Realm?

- The public realm is defined as public space that includes all exterior social spaces in the city that are generally open and accessible to all people regardless of ownership. These public spaces include streets, lanes, greenways, bridges, squares, plazas, parks, linkages, natural areas, transit hubs, views and the waterfront. It also incorporates streetscape elements such as street furniture, lighting, public art and sidewalk treatments.
- The public realm requires a network of pedestrian friendly streets interconnected to great civic spaces such as plazas, squares, greens and parks. These spaces become public outdoor rooms that create positive activity between buildings.
- The public realm is the city's holistic urban landscape which cannot be separated from components of the city infrastructure. In addition to great buildings, the public realm is also one of the aspects people remember most when they visit cities and towns. Historically, Vancouver has ranked high in worldwide "livable city" rankings. Significant areas of criteria for the top livable cities fall within the public realm and public spaces including: microclimate, environmental issues and access to nature, quality of architecture, culture, recreation, transportation, safety and urban design.
- The characteristics of a great public realm and great public spaces have been studied and extensively documented across North America and throughout the world. The public realm and public spaces must be constantly blended and woven together in order for cities to be more livable, neighbourhoods more engaging and communities more memorable.
- Urban systems are patterns and systems within a neighbourhood or corridor. Examples of urban systems include: how pedestrians, cyclists and cars move through streets, lanes and pathways to access key neighbourhood destinations, such as parks, plazas and transit stations.

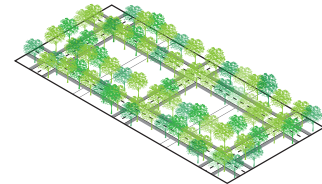
Streets and Lanes



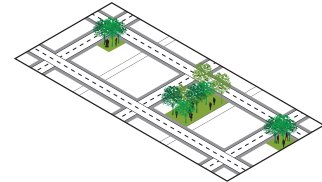
Walking and Cycling



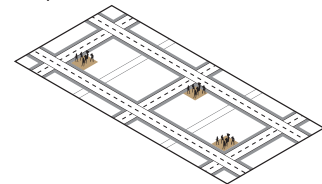
Trees



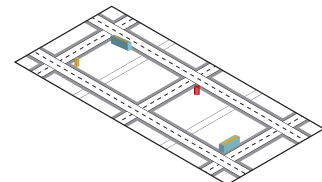
Parks and Green Spaces



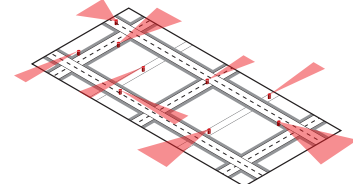
Public Spaces and Nodes



Public Art



Views



### 4.1.3 Vision

The vision for the Mount Pleasant public realm is a reflection of the community's eclectic historical, cultural and artistic background. Through the Community Plan process, it was determined that Mount Pleasant's four distinct shopping areas (Uptown, Broadway East, Lower Main and Broadway West) are important features of furthering the neighbourhood character development. Through ongoing consultation processes, it was also clear that the "triangle block" bounded by Main Street, East Broadway and Kingsway makes up the "heart" of the community. This is the centre, where shopping areas overlap and activity on the streets flow to and from.

A major desire expressed by the public during this process was that the Mount Pleasant public realm must be "nothing like Yaletown." This is an example of how Mount Pleasant residents aspire to collective ownership of their community, where one neighbourhood's needs are much different from that of another.

The vision for the public realm is one that is:

- Eclectic and varied
- Not predictable
- Reflects the artistic, historic, cultural and friendly attributes of the community
- Is unique in Vancouver and becomes part of Mount Pleasant's signature
- Is people and place focused
- Respects and reflects community needs

Public spaces should be broadly inclusive, socially just, accessible and welcoming, with public realm features being open to, and utilized by, people of diverse incomes, ethnicities, orientations, ages and abilities. In addition, new or improved public spaces should feature good design, good maintenance and good management; attention to the creation of public space, its ongoing upkeep, and quality of management will be key to ensuring vibrant public spaces.

The Public Realm Plan merges all of these design principles together, creating a vision that can be implemented over time that evolves into a unique public realm for Mount Pleasant.

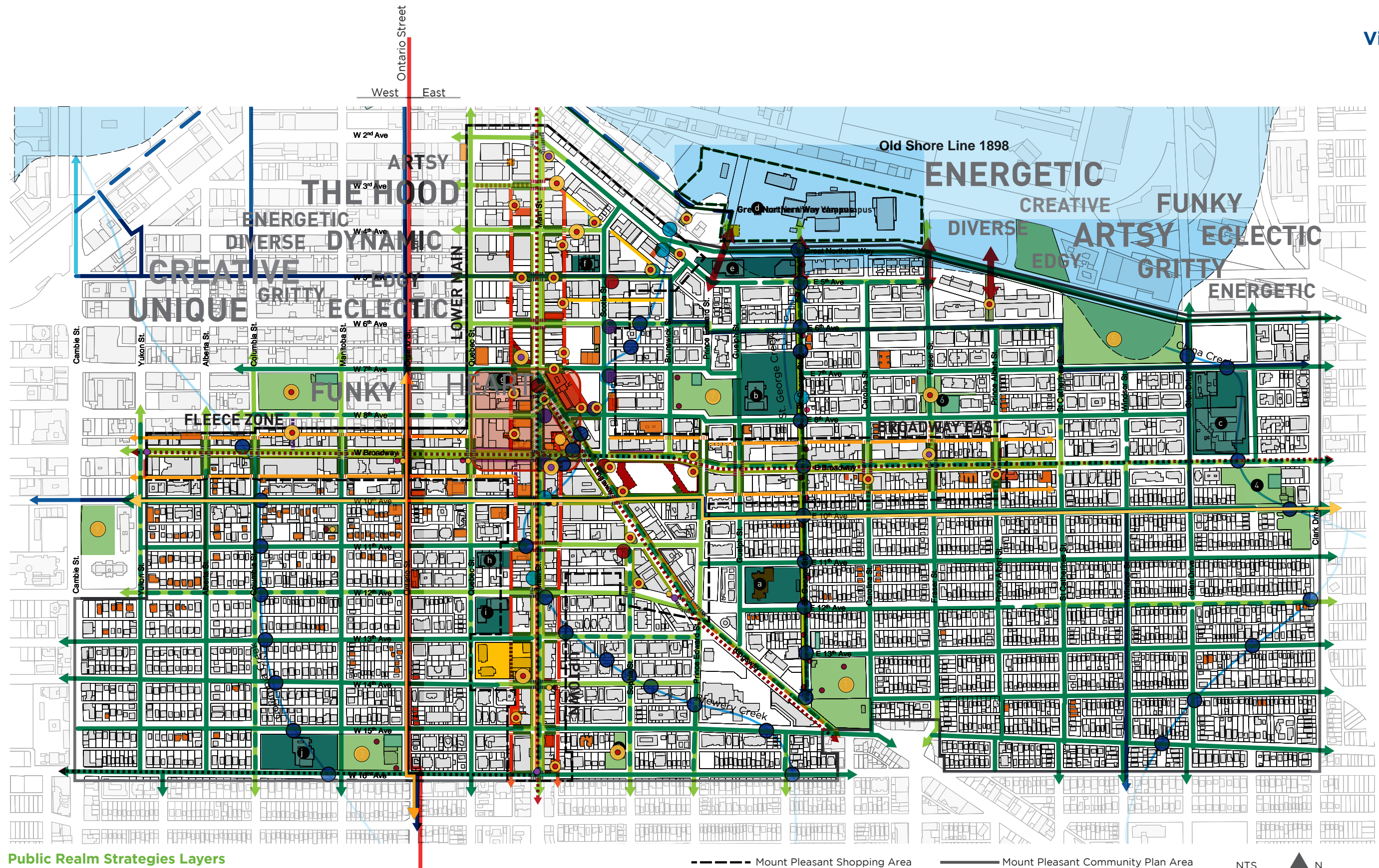
The map on the opposite page is a conglomeration of the Mount Pleasant public realm analysis and devised response strategies. While it may initially seem difficult to interpret, it is in fact made up of a multitude of layers. When combined, these layers form a rich conceptual collage that is reflective of a multifaceted approach to the neighbourhood's inherently eclectic nature. Section 4.3 will elaborate on each of these individual layers.

### 4.1.4 How It Gets Built

Mount Pleasant is poised for change and the community wants to ensure that changing the public realm builds on the great qualities of the neighbourhood and can contribute to making it an even better place to live, work, shop, create and play. The implementation strategies for the Public Realm Plan are identified in the "Recommendations" boxes within each design strategy section (see section 4.3). These strategies will be implemented gradually over time, through the development process as conditions of approval, community initiatives, strategic opportunities and partnerships, and as capital funding becomes available.







Public Realm Strategies Layers

- Parks and Plazas
- Improved Pedestrian Connectivity
- Cycling Network
- Public Art and Culture
- Celebrate the Rich History
- A Green Canopy





## 4.1.5 Meeting the City's Goals

The Public Realm Plan is derived from working closely with the neighbourhood, community groups and City of Vancouver staff. It is created in accordance with the City of Vancouver Greenest City 2020 Action Plan and Transportation 2040 Plan. Recommendations presented in the Public Realm Plan directly relate to goals and directions adopted by City Council. The key relevant directions from these documents are identified below. For further details, refer to the source documents.

### City of Vancouver Greenest City 2020 Action Plan

#### GOAL 2 – CLIMATE LEADERSHIP

- Eliminate Dependence on Fossil Fuels

#### GOAL 4 – GREEN TRANSPORTATION

- Make walking, cycling, and public transit preferred transportation options

#### GOAL 6 – ACCESS TO NATURE

- Vancouver residents enjoy incomparable access to green spaces including the world's most spectacular urban forest

#### GOAL 7 – LIGHTER FOOTPRINT

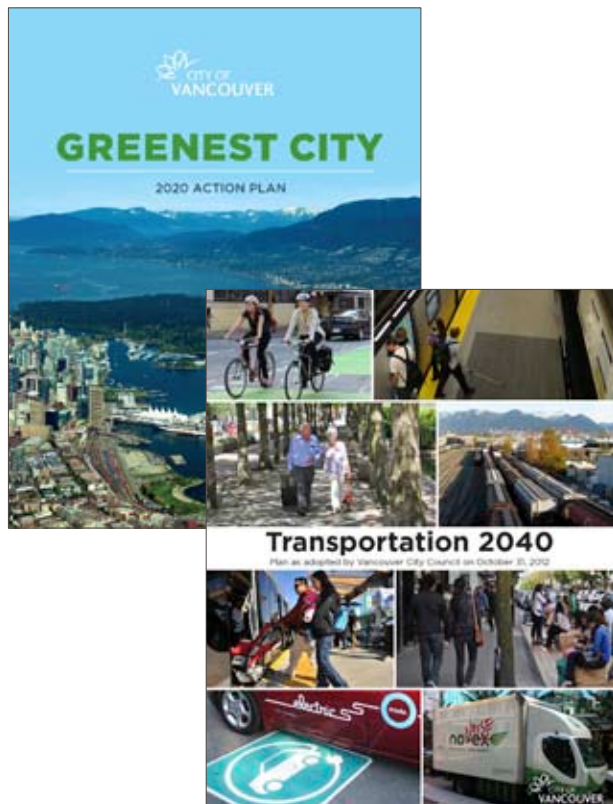
- Achieve a one-planet ecological footprint

#### GOAL 8 – CLEAN WATER

- Vancouver will have the best drinking water of any city in the world

#### GOAL 9 – CLEAN AIR

- Breathe the cleanest air of any major city in the world



### City of Vancouver Transportation 2040 Plan

#### W1 PEDESTRIAN NETWORK

- W1.1 Make streets safer for walking (see W1.1.2; W1.1.5)
- W1.2 Provide generous, unobstructed sidewalks on all streets (see W1.2.1; W1.2.3)
- W1.3 Make streets accessible for all people (see W1.3.1; W1.3.2; W1.3.3; W1.3.7)
- W1.4 Make streets and public spaces rain-friendly (see W1.4.1; W1.4.3)
- W1.5 Address gaps in the pedestrian network (see W1.5.1; W1.5.2; W1.5.3; W1.5.4)
- W1.6 Provide a blueprint for great pedestrian realm design (see W1.6.1; W1.6.2)
- W1.7 Make the city easy to navigate on foot (see W1.7.1)

#### W2 PUBLIC SPACES

- W2.1 Enable and encourage creative uses of the street (see W2.1.1; W2.1.2)
- W2.2 Create public plazas and gathering spaces throughout the city (see W2.2.1; W2.2.2; W2.2.3; W2.2.4)

#### C1 CYCLING NETWORK

- C1.1 Build cycling routes that feel comfortable for people of all ages and abilities (see C1.1.1)
- C1.2 Upgrade and expand the cycling network to efficiently connect people to destinations (see C1.2.1; C1.2.5; C1.2.6)
- C3.2 Provide a public bicycle system (see C3.2.1)

#### T2 TRANSIT-SUPPORTIVE PUBLIC REALM

- T2.1 Support a transit system that is easy to navigate (see T2.1.1)
- T2.2 Provide easy connections and comfortable waiting areas throughout the network (see T2.2.1; T2.2.2; T2.2.3)

#### T5 NEIGHBOURHOOD IMPACTS

- T5.2 Maintain transit streets to a high standard (see T5.2.1; T5.2.2)

#### M1 ROAD NETWORK

- M1.2 Consider impacts to transit, commercial vehicles, and general traffic flow prior to reallocating road space (see M1.2.1)
- M1.3 Manage traffic to improve safety and neighbourhood livability (see M1.3.1)

#### M2 PARKING

- M2.5 Design parking to be flexible and adaptable (see M2.5.3)

## 4.2 What Makes Mount Pleasant Unique

As one of the oldest, most established neighbourhoods in Vancouver, Mount Pleasant exhibits the fundamental organization of a livable neighbourhood embodied through the development of a green streets network, diverse array of arts, homegrown economic drivers and opportunities for community advocacy and resident participation.

Boasting panoramic views of downtown and the majestic North Shore mountains, this quaint neighbourhood has many special public spaces and naturalized environments that provide residents respite from a busy yet easily accessible downtown.

Aside from the physical connection between a network of green streets, bikeways and transit corridors, Mount Pleasant residents are highly supportive and involved in community-driven and participatory approaches to the planning and development of their neighbourhood.

At the heart of Vancouver's ever expanding economic base, Mount Pleasant prospers as a community known for its wide variety of locally owned shops and restaurants, attracting shoppers and diners from across the city. Mount Pleasant continues to develop a tight-knit community of artists and artisans, which further supports the future success of this distinct cultural hub.









## 4.3 The Design

### 4.3.1 Public Realm Strategies

Through the public engagement process and working with City staff, a number of public realm strategies for Mount Pleasant have emerged. Not all these strategies are unique to the Mount Pleasant community, however, they are based on discussions from the community process. This Public Realm Plan has identified how these ideas may be implemented through the development process, community engagement and/or over time as funds become available. Many of the strategies are unique to the Mount Pleasant community and have been identified as higher priorities in the recommendations.

Mount Pleasant is a community with tremendous energy and commitment to local community life and culture. The eclectic nature, character and personality of Mount Pleasant is special and should be continually reflected in all the strategies as they are implemented and developed. The strategies put forward are not meant to be set in stone, but rather provide a framework for creativity and uniqueness to flourish. The principles behind each of the strategies are what is critical. It is up to the individual designer, resident or City staff to ensure each of the strategies are meeting the principle objectives of the community.

There are six key public realm strategies:

- Parks and Plazas
- Improved Pedestrian Connectivity
- Cycling Network
- Public Art and Culture
- Celebrate the Rich History
- A Green Canopy

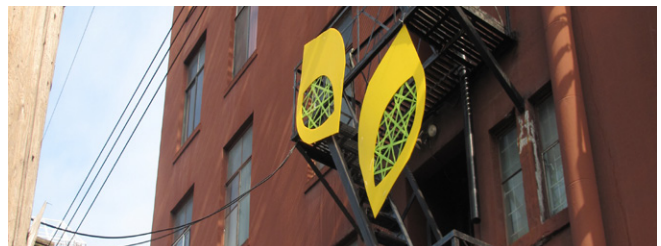
The recommendations on the following pages are accompanied by suggested priorities, which were considered using community feedback, consultant advice and related citywide priorities. The suggested priorities may evolve over time, as resources and funding become available.





### 4.3.2 Design Principles

- Respect and honour the history of the neighbourhood and integrate it into the public realm.
- Expand and build on the use of laneways for a variety of activities.
- Provide support for walking, cycling and use of public transit as the preferred modes of travel.
- Improve the character and quality of existing green and park spaces, as well as their connectivity.
- Create new public spaces that are adaptable, flexible and supportive of the diverse needs of the neighbourhood.
- Maintain and encourage a safe and active street life.
- Facilitate spontaneous and eclectic intervention and acknowledge them as a key component of the neighbourhood's character.
- Celebrate and reinforce the uniqueness of Mount Pleasant.



### 4.3.3 Parks and Plazas

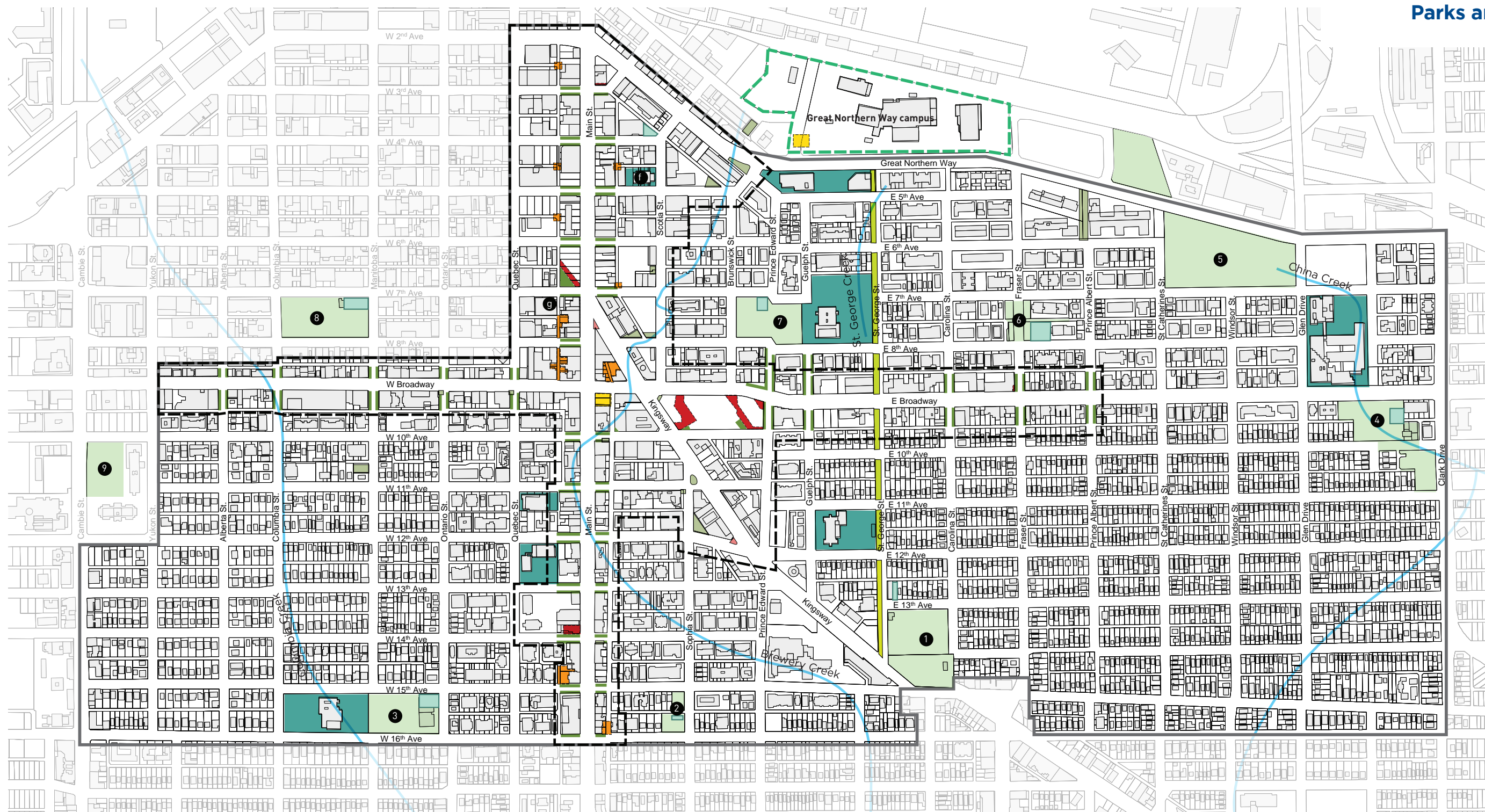
The majority of Mount Pleasant is served well by a five minute walk to a park. Parks, mini parks, plazas and greenways provide opportunities for neighbours, residents, merchants and visitors to gather, play, recreate, rest, meet and connect to nature. These amenities enrich the neighbourhood when they are diverse in character, scale and activity. All these amenities within the public realm need to work together to provide a rich environment of activity, animation and nature. The parks and plazas strategies suggest ways in which layers of these elements can work together to complement Mount Pleasant. The parks and plazas section includes:

- Boulevard Parks
- Mini Parks
- Plazas
- Special Events in Lanes

General Recommendations:	Priority
• Incorporate laneway plaza opportunities to reinforce the laneway activation and animation.	High
• Provide more seating opportunities along Main and Broadway.	High
• Incorporate mini parks and pavement-to-plaza initiatives throughout Main Street/ Broadway/Kingsway Corridor at strategic locations.	Medium
• Increase biodiversity of planting in parks.	Medium
• Explore opportunities to create an off-leash dog park.	Medium
• Incorporate features for both programmed and passive activities for Jonathan Rogers Park.	Low







### Legend

- Existing Park Existing Schools Existing Urban Agriculture Existing Mini Park Existing Plaza Future Transit Station  
Potential Boulevard Park Potential Plaza Potential Events on Lane Potential St. George Railway Old Creeks

- 1 Robson Park
- 2 Tea Swamp Park
- 3 Mount Pleasant Park
- 4 China Creek South Park
- 5 China Creek North Park
- 6 Sahalli Park
- 7 Guelph Park
- 8 Jonathan Rogers Park
- 9 City Hall Park





# Boulevard Parks

A boulevard park is essentially an improved boulevard that extends from Main Street or Broadway to an adjacent lane. These boulevards create green and socially active connections from the main arterial to the rest of the neighbourhood, providing a variety of unique boulevard spaces throughout the neighbourhood while reinforcing the importance of laneway connections to Main Street and Broadway. There are a number of boulevards where these improvements have already occurred and have become a valued character of Mount Pleasant. The boulevard park concept is about formalizing, expanding and building upon examples already present in the neighbourhood.

## Intent

- To provide better connectivity throughout the neighbourhood.
- To create enjoyable spaces to stop.
- To provide opportunities to interact.
- To create neighbourhood identity.

## Components

Boulevard parks can be composed of one or many of the following elements:

- Planters
- Planted boulevards
- Wider sidewalks
- Parklets
- Benches
- Bike racks
- Drinking fountains



Parallel Park parklet on East 14th Avenue and Main Street



Boulevard park on East 11th Avenue at Main Street

Recommendations:	Priority
• Improve boulevards on cross streets along Main Street to reinforce the connection to the lane.	Medium/High
• Improve boulevards on cross streets along Broadway to reinforce the connection to the lane.	Low
• Expand existing commercial activities onto the boulevard and create unique features.	Medium
• As new development occurs, the boulevard should be embraced as an extension of the development and create linear boulevard park features.	High
• Retain and continue to improve the existing boulevard parks.	High

## Mini Parks

Mini parks can be identified as pocket parks and can function as even smaller parks or shared streets, sprinkled throughout the neighbourhood to offer a varied park experience.

Mini parks are often located in neighbourhood areas where larger development parcels already exist. They occur in various forms: off the lane, at street corners or as extensions to the sidewalk. Most of the existing mini parks in Mount Pleasant are located on private properties and offer a respite for the community as they commute within the neighbourhood. New mini parks should be focused along Main Street between East 2nd Avenue and Broadway, and along East Broadway between Main Street and Prince Albert Street. Given their growth potential, these locations would also help reduce the walking distance between green spaces, ensuring that everyone lives within a five-minute walk of a park, greenway or other green space as prioritized in the Greenest City 2020 Action Plan under Access to Nature goals.

Any mini park created through street closure measures must go through a further neighbourhood and planning process to ensure the scale and location are appropriate.

### Intent

- To animate space along retail edges.
- To provide better connectivity through the neighbourhood.
- To create enjoyable spaces within which to stop, rest and interact.
- To create neighbourhood identity.
- To increase the biodiversity of neighbourhoods through additional plantings.
- To reduce impermeable paving and improve stormwater management.
- To provide traffic-calming measures in the neighbourhood.
- To address the “five-minute walk to a green space” Greenest City Access to Nature goal.

### Components

- Benches / picnic tables
- Weather protection
- Trees and plantings
- Water feature and/or water play
- Children’s / teen’s play opportunities
- Public / community art
- Lighting as required
- Public bike share station



Artist's rendering: Potential public open space at Fraser Street and East Broadway



Recommendations:	Priority
<ul style="list-style-type: none"> <li>Continue to explore open space, mini park and plaza opportunities for Main Street between East 2nd Avenue and Broadway, and for East Broadway between Main Street and Prince Albert Street.</li> </ul>	Medium
<ul style="list-style-type: none"> <li>Where appropriate and when surrounding development provides an opportunity, develop mini parks along greenways and other walking and cycling corridors.</li> </ul>	High
<ul style="list-style-type: none"> <li>Temporary mini parks can be tested out where a street closure may occur and prior to a permanent mini park development, with assistance of the community throughout the process.</li> </ul>	High
<ul style="list-style-type: none"> <li>Encourage development parcels to provide small gathering and park areas for the community.</li> </ul>	High



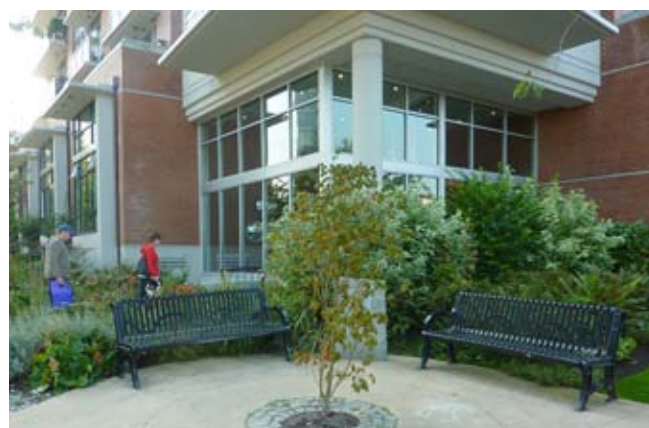
Mini park at Sophia Street and East 12th Avenue



Mini park on Scotia Street at East 6th Avenue



Pavement-to-plaza on Bute Street at Davie Street



Mini park at Sophia Street and East 11th Avenue

### Plazas

Plazas are gathering spaces at key locations throughout the neighbourhood. Plazas can be present between buildings, at corners, in laneways, alongside buildings and at storefronts or building entries. The varying form of plazas in Mount Pleasant should reflect the eclectic character of the neighbourhood, emphasize the Green Canopy, celebrate Art and Culture, and reinforce the Rich History.

### Intent

- Incorporate urban plazas at gateways and introduce plazas along Main Street and other strategic places.
- Plazas should vary in scale and character.
- Use retail edges and transit stations to animate plazas.
- Temporary plazas can be initiated as local community projects as part of the VIVA Vancouver program, or by other public space organizations.

### Components

- Seating and tables
- Trees and plantings
- Public art and community art
- Weather protection
- Sustainable features
- Pedestrian / feature lighting
- Bicycle parking and facilities
- Public bike share station

### Materials

- Plazas should be built with durable materials and create a sense of permanence.
- Clay pavers, concrete, coloured concrete, permeable paving (see section 4.4.2).

Recommendations:	Priority
• Continue to explore open space, mini park and plaza opportunities for Main Street between East 2nd Avenue and Broadway, and for East Broadway between Main Street and Prince Albert Street.	Medium
• As development occurs, work with developers to introduce plazas into development at strategic and important locations.	High
• Encourage retailers and shop owners to introduce small plazas/patios at storefronts and building entries.	Medium/High
• Locate and utilize plazas to reinforce the pedestrian network throughout the neighbourhood.	Medium/High
• Create a variety of temporary plazas through community initiatives.	Medium



Artist's rendering: Potential plaza at Main Street and East 3rd Avenue



### Special Events in the Lanes

Through public events, art displays and the interface in lanes, Mount Pleasant has a strong history of excellence in the arts and culture sector. Special events and connections in lanes reinforce the pedestrian network and work together to ensure that the lane culture and experiences are rich in character and interest.

Through the public engagement process, it became very clear that the lanes in Mount Pleasant provide important public places for the community.

#### Intent

- To make Mount Pleasant’s lanes the most interesting in the City of Vancouver.
- To continue the use of lanes for special events that enrich the community experience.
- To reinforce the use of lanes for public events that contribute to Mount Pleasant’s identity as a creative, eclectic, artistic and edgy community.
- To build on the strategies initiated by the Livable Laneways organization in Mount Pleasant.

Recommendations:	Priority
• Develop a laneway plaza in the “triangle block” at Main Street, Kingsway and East Broadway for temporary and special events.	High
• Continue to allow and accommodate special events at all times of the year on the Main Street laneway network.	High
• Introduce and accommodate special events at all times of the year on the Broadway laneway network.	Low/Medium
• Work with organizations and groups such as Livable Laneways, Mount Pleasant BIA, Alley Network Project and Vancouver Public Space Network in conjunction with the City (e.g. VIVA Vancouver) to provide a wide variety of laneway events.	High



Music concert in the laneway (Photo: Livable Laneways)



Temporary laneway market (Photo: Livable Laneways)



Food vendors in the laneway (Photo: Livable Laneways)

### Future Transit Station

Future transit stations have been identified as important nodes, gathering spaces and linkages to the community and neighbourhood. Although at present, there is no timeframe for these stations, they should be considered in all planning, design and development opportunities.

#### Intent

- Create a transit station at East Broadway and Main Street reinforcing the heart of Mount Pleasant becoming a major destination point. Ensure station connects well to Watson Street, reinforcing the importance of laneways throughout Main Street and the Broadway corridor.
- Enhance bus stop waiting areas with improved seating, shelters, landscaping and other features.

#### Materials

- Durable materials from the Mount Pleasant paving materials palette (see section 4.4.2).
- Street trees and plantings.

Recommendations:	
• Integrate station entry and optimize public realm opportunities at Main Street and future transit station.	High
• Integrate public bike share for trip linking opportunities.	Medium



Artist's rendering: Potential transit station at Main Street and East Broadway





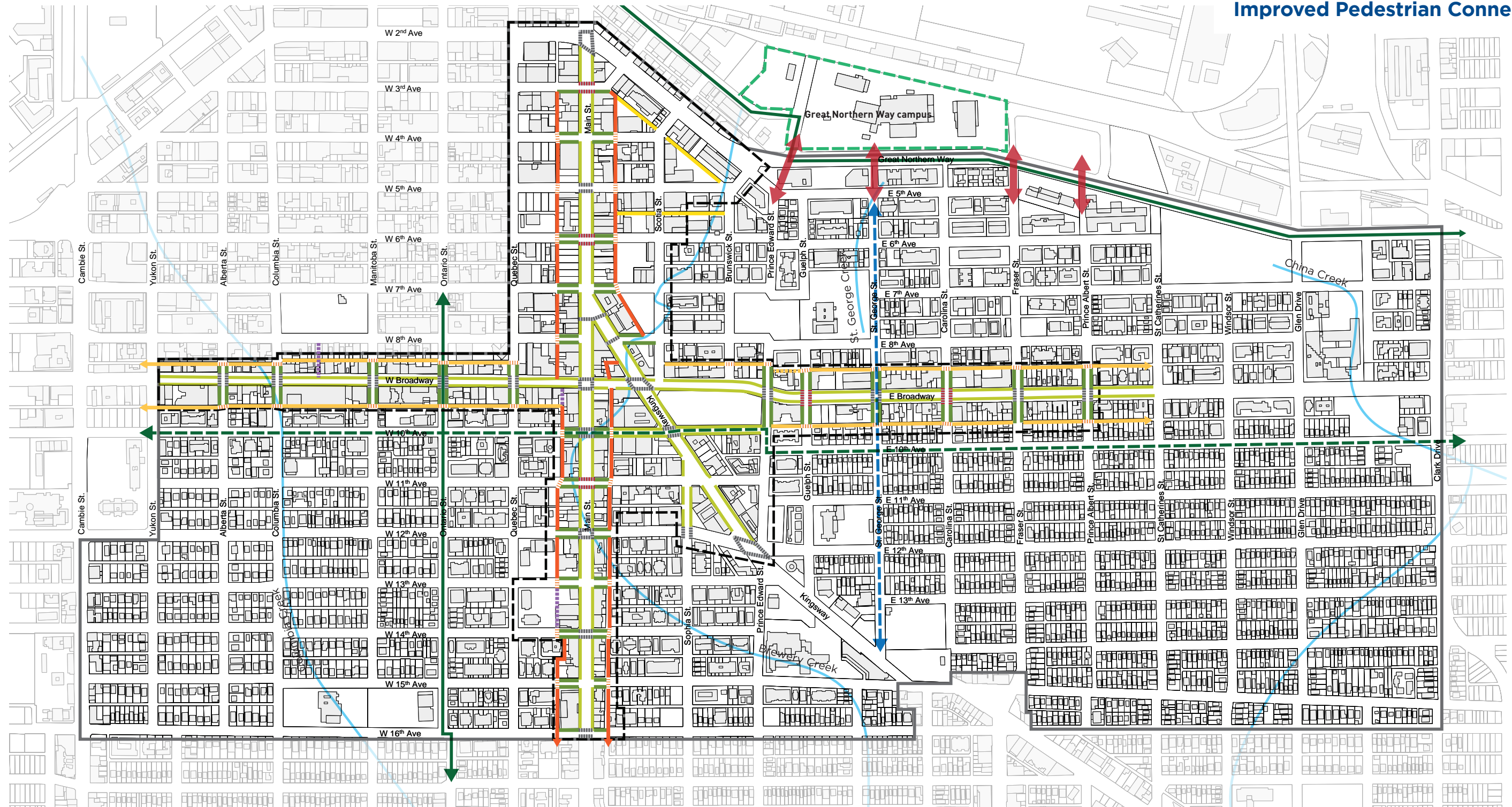
#### 4.3.4 Improved Pedestrian Connectivity

Pedestrian friendliness and the unique, eclectic character of local streets and laneways are valued signatures of the Mount Pleasant community. However, sections along Main Street, Kingsway and Broadway remain challenged with hostile pedestrian conditions such as narrow sidewalks, poor building interfaces, and lack of street trees, crosswalks and benches. One of the key principles in the Community Plan is to reinforce and animate the character of the streets and lanes in Mount Pleasant. The Improved Pedestrian Connectivity strategy looks at how this principle can be achieved through:

- Animated Streetscape on Main Street, Kingsway and Broadway
- Improved Laneways
- Mid-Block Crossings
- Reinforced Connectivity
- Greenways
- St. George Rainway
- Boulevard Parks (see section 4.3.3)







--- Mount Pleasant Shopping Area    — Mount Pleasant Community Plan Area    NTS    ▲ N

## Legend

- Main Street Laneway
- Broadway Laneway
- Improved Laneway
- Existing Pedestrian Crossing With Light
- Potential Pedestrian Crossing With Light
- Potential Mid-Block Crossing
- Potential Mid-Block Passage
- Improved Streetscape
- Existing Greenway
- Potential Greenway
- Potential St. George Railway
- Reinforce Connectivity
- Potential Boulevard Parks
- Old Creeks





## Animated Streetscape on Main Street, Kingsway and Broadway

Mount Pleasant for the most part has a good streetscape character. Through the public engagement process, the public felt that the streetscape, though adequate, could be improved to reflect the character and quality of the neighbourhood and make it reflect the uniqueness of Mount Pleasant. The existing qualities of the streetscape that the public particularly liked were cultural, historical and artistic contributions, which included: mature street trees, merchants spilling out onto the sidewalk, benches, interesting signage, small-scale and unique retailers, heritage buildings and sidewalk animation. All of these need to be considered as part of the Animated Streetscape approach.

### Intent

- To provide an “imperfect” streetscape. Each block to be eclectic and perceived as “individual.”
- To allow and encourage the merchants, residents and organizations to take ownership of the streetscape in front of their properties.
- To provide an animated and rich streetscape experience based on culture, place and history.
- To manage stormwater within the streetscape.
- To create safe, comfortable, friendly and interesting streetscapes.
- To utilize all aspects of the streetscape to the fullest including: parking stalls, boulevards, corner bulges, sidewalks and building setbacks.

### Components

- Individual and unique entrances
- Benches, particularly on steep part of Main Street
- Large-scale street trees
- Opportunities where adjacent property owners can install and maintain landscaping
- Public / community art
- Street and pedestrian lighting
- Rain gardens and bioswales

### Materials

- Clay pavers, exposed aggregate, concrete, coloured concrete
- Durable local materials

Recommendations:	Priority
• Improve streetscape (sidewalks/ boulevards) between Main Street and laneways.	Low/Medium
• Improve streetscape (sidewalks/ boulevards) between Broadway and laneways.	Low
• Improve boulevard at Fraser Street and East Broadway, north side.	Low/Medium
• Where appropriate, introduce rain gardens and infiltration gullies into streetscape to address stormwater quantity and quality.	High
• Improve streetscape as development occurs.	High
• Encourage businesses, residents, stratas and organizations to take on the watering and maintenance of the planted boulevards.	High
• As development occurs, create safer green streets with planted boulevards, with consideration for parking and access.	Medium/High
• Encourage businesses to personalize their streetscapes with signage, plantings, durable, unique site furniture and other expressions of the business personality.	High
• Provide more seating opportunities along Main Street and along Broadway.	High
• Retain and reinforce streetscapes that are eclectic, edgy and diverse.	High



Improved boulevard and sidewalk

### Improved Laneways

Mount Pleasant is particularly proud of its laneway initiatives. Laneways in Mount Pleasant support an environment for interesting and eclectic activations which are critical to preserving the character of the community.

#### Intent

- To maintain existing essential functions for utilities, loading, parking, fire access and services.
- To continue to prioritize existing utilities and service vehicles in the lanes while encouraging pedestrian use.
- To reinforce the eclectic, cultural and artistic laneway culture.
- To include pedestrians in the laneway environment.
- To activate and animate the laneways in a variety of ways including artistically, culturally and environmentally.
- To encourage retailers and residents to use the laneways as entrances and front doors.
- To leave the lanes edgy, imperfect and of great interest.
- To reinforce the woonerf character of the lanes.

#### Components

- Entrances / building stoops
- Seating / gathering areas
- Trees and plantings
- Public / community art
- Pedestrian lighting

#### Materials

- Opportunistic use of contrasting materials (e.g. permeable paving, concrete, concrete unit pavers) to mark special conditions along the lane (e.g. potential event space, spillout activities, notable entrances) associated with new development.



Artist's rendering: Potential animated laneway

Recommendations:	Priority
• Create Main Street lane route.	Medium/High
• Create Broadway lane route.	Low
• Improve walkability and aesthetics of lanes by creating a diverse paving pattern where applicable.	Medium
• Encourage business uses to be transparent to the laneway.	High
• Explore opportunities for alternate paving treatment and permeable materials in lanes.	Medium
• When development occurs, portions of the abutting lane may be required to be reconstructed including any improvements in order to accommodate access and use of the lane. Laneway treatments may vary from block to block to create character and interest while considering adjacent uses.	Medium/High
• Create a variety of textured paving (where appropriate) to increase pedestrian use.	Medium



Active laneway in Mount Pleasant (Photo: Livable Laneways)



Green laneway in Mount Pleasant (Photo: Livable Laneways)



## Mid-Block Crossings

### Intent

- Mid-block crossings are intended to reinforce the Laneway Pedestrian Network along Main Street and Broadway lanes, and support existing and future businesses and public spaces.

### Materials

- Standard street markings paint

### Implementation

- Mid-block crossings can be achieved at relatively low cost almost immediately, starting with simple pilot projects at strategic locations, potentially through redevelopment to assess their performance and function. Once a number of pilot projects have been tested and the crossings are workable, they can be implemented over time when development occurs on both sides of the lane and/or when funds are available.

Recommendations:	Priority
<ul style="list-style-type: none"><li>• Where possible, create pedestrian crossings mid-block at the lanes along and parallel to Main Street.</li></ul>	Medium/High
<ul style="list-style-type: none"><li>• Where possible, create pedestrian crossings mid-block at the lanes along and parallel to Broadway.</li></ul>	Medium
<ul style="list-style-type: none"><li>• As part of the Rize development, create a mid-block crossing at Watson Street at 10th Avenue to interface with the corner property plaza.</li></ul>	High
<ul style="list-style-type: none"><li>• Explore the idea of unique mid-block crossings that have an artistic and eclectic nature. These could be community public art projects.</li></ul>	Medium/High
<ul style="list-style-type: none"><li>• Monitor the need for new pedestrian crossing opportunities at key locations along Main Street and Broadway to improve livability and support new developments.</li></ul>	Medium



Artistic crossing at Bute Street and Davie Street



Community art project: Temporary laneway crossing at Mount Pleasant Community Centre (June 2013)

Reinforced Connectivity

Reinforced connectivity is described as an improved walking and cycling network throughout Mount Pleasant and to the surrounding neighbourhoods. These initiatives come directly from goals set out in the Transportation 2040 Plan.

Intent

- To create better pedestrian and cycling connections through the community.
- To provide better pedestrian and cycling connections to the surrounding neighbourhoods such as the Great Northern Way Campus, The Flats and Southeast False Creek.

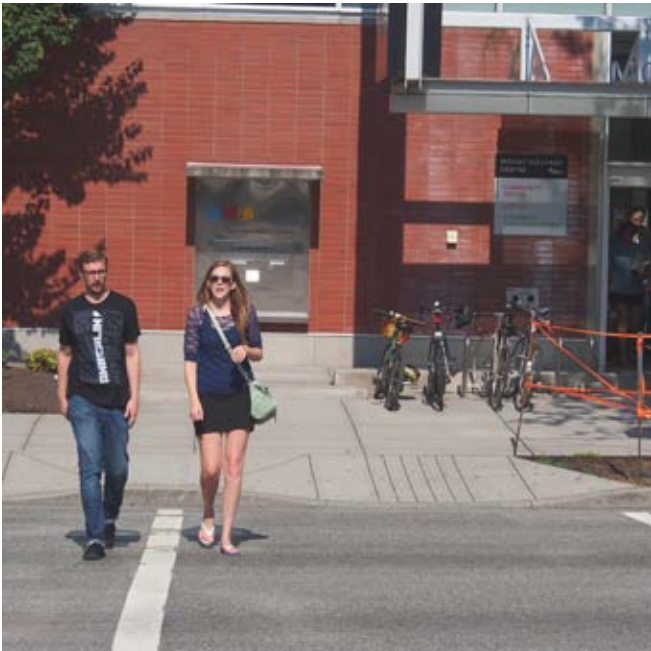
Components

- Wayfinding / signage
- Walking and cycling paths and corridors
- Bridges
- Public / community art
- Public bike share stations

Recommendations:	Priority
• Improve connectivity across Great Northern Way at key locations to connect to the Great Northern Way Campus/The Flats.	Low/Medium
• Study and investigate the opportunity to create a pedestrian/cycling overpass across Great Northern Way.	Low
• Monitor and add pedestrian crossings as warranted along Main Street and Broadway.	Medium



Pedestrian crossing at Ontario Street and 16th Avenue



Pedestrian crossing at 1 Kingsway



## Greenways

Mount Pleasant is served by the Ontario Greenway, with a proposed Midtown Way Greenway on 10th Avenue, as well as the community-initiated St. George Rainway. These greenways are part of the larger greenway network that serves and connects neighbourhoods together and to strategic parts of the city. Greenways have historically been an important part of Vancouver and have become an essential amenity and asset to the fabric of the city.

### Intent

- To create walking and cycling corridors through the community that connect to surrounding neighbourhoods.
- To provide a Green Canopy and Green Corridor that connects green spaces and parks together.
- To provide alternate transportation routes other than vehicular or transit through the community.
- To address the “five-minute walk to a greenway” Greenest City Access to Nature goal.

### Components

- Seating and tables
- Rain gardens / bioswales
- Significant street trees and plantings
- Public / community art
- Pedestrian lighting
- Drinking fountains

Recommendations:	Priority
• Where feasible, protect and preserve the existing street trees along greenways when new development occurs.	High
• Improve existing greenways when funds are available.	Low/Medium
• Infill street tree planting where significant street trees are missing.	Medium
• Improve and reinforce the connections along the existing 10th Avenue local street bikeway and implement the proposed Midtown Way Greenway on 10th Avenue between Prince Edward and Quebec Streets.	Medium
• Develop future greenways through new development and as funds are available.	Medium



Ontario Greenway and local street bikeway (at 11th Avenue)



10th Avenue local street bikeway and proposed Midtown Way Greenway (at Quebec Street)

St. George Rainway

St. George Rainway is a community-based initiative responding to the “lost streams” of Vancouver. The Rainway is envisioned to be an interesting recreational and educational feature and will not be a part of the City’s essential infrastructure. It will be primarily implemented and funded through development, community initiatives and partnerships, with the City contributing some seed funding to support this community initiative.

Intent

- To create a walking and cycling corridor that extends from Great Northern Way Campus to Kingsway.
- To demonstrate rainwater and stormwater collection, within a major street corridor, that addresses water quantity as well as water quality.
- To create a unique greenway corridor that becomes a linear park feature, integrated with traffic calming, to create a comfortable street experience.

Components

- Benches / picnic tables
- Rain gardens / bioswales
- Native trees and plantings
- Pedestrian and cycling paths
- Children’s / teen’s play opportunities
- Public / community art
- Public bike share stations

Materials

- Permeable paving
- Natural and local materials found in the original creek corridors
- Painted asphalt

Recommendations:	Priority
• Reinforce St. George as a “Rainway/ Artway” street connecting Great Northern Way Campus to Kingsway. Make a rainwater/stormwater feature.	Medium/High
• Continue to reinforce St. George Rainway with painted street murals.	High
• Support the creation of a Master Plan Design in consultation with the community for St. George Rainway that provides direction for the community, City and developers.	Medium/High
• Encourage the corridor as a creek and art corridor reflecting and reinforcing the creek environment, biodiversity, stormwater collection and art and culture.	Medium



Artist’s rendering: St. George Rainway concept





### 4.3.5 Cycling Network

As set out in the City of Vancouver's Transportation 2040 Plan and Greenest City 2020 Action Plan, increasing cycling in the city is an important goal. Mount Pleasant is a community rich in cycling culture. Recommendations for enhancing the cycling network emphasize building cycling routes that are easy to navigate and are accessible for people of all ages and abilities.

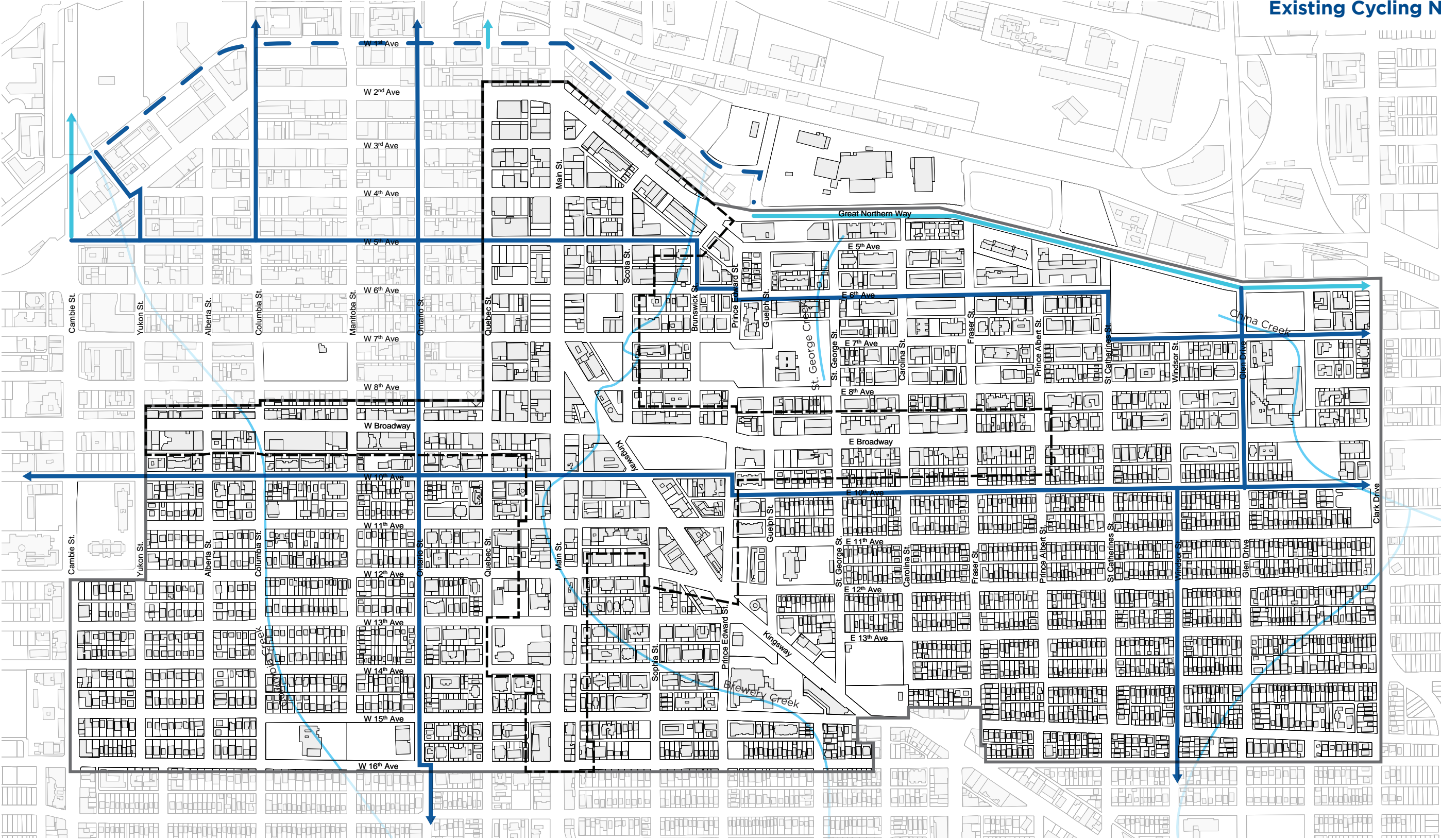
General Recommendations:	Priority
<ul style="list-style-type: none"> <li>• Upgrade and expand the cycling network to efficiently connect people to destinations.</li> </ul>	Medium/High
<ul style="list-style-type: none"> <li>• Improve and develop new bike routes that feel comfortable for people of all ages and abilities.</li> </ul>	Medium/High
<ul style="list-style-type: none"> <li>• Embrace the bike and provide ample bike parking and other supportive infrastructure where possible in shopping areas, at plazas, parks, laneways, etc.*</li> </ul>	Medium/High
<ul style="list-style-type: none"> <li>• Provide safe, convenient connections between existing and future rapid transit stations and the rest of the cycling network.</li> </ul>	Medium/High
<ul style="list-style-type: none"> <li>• Support public bike share in the community.**</li> </ul>	Medium/High
<ul style="list-style-type: none"> <li>• Provide bike repair stations where possible and appropriate.</li> </ul>	Medium

\* Note: End of trip facilities such as bike parking are critical to meeting mode share targets.

\*\* Note: Research strongly indicates a successful public bike share system is directly linked to an increase in overall cycling mode share.







Legend

- Existing Local Street Bikeways
- Existing Separated Bikeways
- Existing Painted Bike Lanes
- Old Creeks









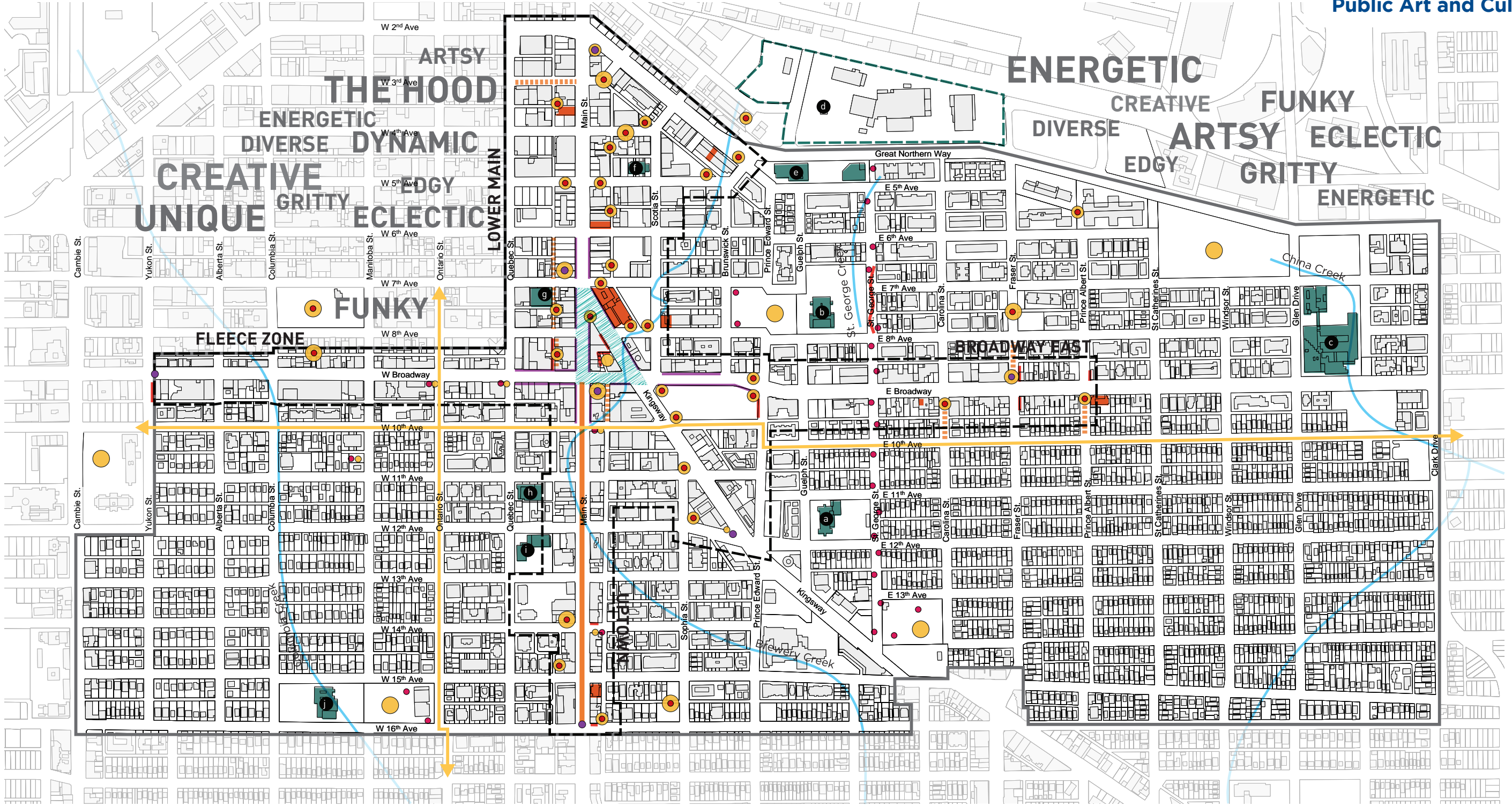
### 4.3.6 Public Art and Culture

Mount Pleasant has a strong culture that is artistic and creative. The community embraces its rich multi-cultural identity and has always reached out to contribute to the neighbourhood character and grass root initiatives. The area is known for its artsy, edgy and eclectic character, creating opportunities for public art that reflects the local artisans, culture and heritage of Mount Pleasant (e.g. The Drift – Art on Main Street). The public realm must continue to embrace and enhance the wonderful culture, heritage and art of the community. Public Art and Culture will be woven throughout the community and the public realm to create one of the most eclectic and interesting neighbourhoods in Vancouver.

General Recommendations:	Priority
<ul style="list-style-type: none"><li>• Celebrate the First Nations history and culture throughout the community.</li></ul>	High
<ul style="list-style-type: none"><li>• Create public art in the community that reinforces and reflects the history, culture and creek environment.</li></ul>	High
<ul style="list-style-type: none"><li>• Create a variety of permanent and iconic public art features throughout the neighbourhood to serve as major landmarks for the community.</li></ul>	Medium
<ul style="list-style-type: none"><li>• Create a variety of public art features along the greenways that reinforce Mount Pleasant as an important destination with unique character.</li></ul>	Medium







Legend

- Existing Public Art Mural
- Existing Public Events Road and Laneway Closure
- Existing Community and Cultural Institutions
- Existing School
- Potential Community Gathering
- Potential Public Events Road and Laneway Closures
- Potential Temporary Public Art and Performance Spaces
- Potential Public Art Locations Along Greenways and Bikeways
- Old Creeks
- Potential Public Art - Heart of the Community Mosaic
- Potential Creative Signage on Building Facade

- a Nightingale Elementary School
- b Mt Pleasant Elementary School
- c VCC King Edward Campus
- d Great Northern Way Campus
- e St. Francis Xavier School
- f Native Education College
- g Sarah McLachlan Music School
- h St Patrick's Secondary School
- i St Patrick's Elementary School
- j Simon Fraser Elementary School





**Existing Community and Cultural Institutions**

Mount Pleasant is already home to several important community and cultural institutions such as Heritage Hall, the Goh Ballet Academy, the Sarah McLachlan Music School, the Native Education College, the Mount Pleasant Community Centre and the Mount Pleasant Neighbourhood House, as well as numerous galleries and music venues. These spaces and institutions are major contributors to the life of the community and distinguish the neighbourhood from other areas of the city.

Recommendation:	Priority
<ul style="list-style-type: none"><li>Celebrate the community and cultural institutions throughout the community by reinforcing public gathering spaces around and near them.</li></ul>	Medium



Mount Pleasant Community Centre at 1 Kingsway

**Potential Public Events – Street and Laneway Closures**

Roads and laneways are seen as natural extensions to events that are already beginning to occur within Mount Pleasant. The temporary closure of streets and laneways provide opportunities for art and festivals. These spaces can be returned to their everyday use after events and can also be updated with the necessary infrastructure to help facilitate those events.

Recommendation:	Priority
<ul style="list-style-type: none"><li>Encourage and reinforce road and laneway closures for special events.</li></ul>	Medium



Car Free Day on Main Street

### Potential Temporary Public Art, Performance and Presentation Spaces

These spaces can provide opportunities for community and artist-driven projects such as theatre, music and interdisciplinary performances, as well as art installations and festivals. They should be viewed as “easel” spaces, which provide the necessary infrastructure and institutional support for nurturing the robust creativity within Mount Pleasant.

Recommendation:	Priority
<ul style="list-style-type: none"> <li>Encourage community and artist-driven temporary performance spaces throughout the community.</li> </ul>	High



Dude Chilling Art Exchange at Guelph Park

### Potential Public Art – Iconic and Permanent

These are proposed in key locations to provide for large-scale permanent public artworks, which are meant to serve as major landmarks for the area. These artworks should be able to reinforce the identity of Mount Pleasant as a community of creative thinkers and makers.

Recommendations:	Priority
<ul style="list-style-type: none"> <li>Create iconic public art features to announce Mount Pleasant (e.g. at Main Street and 2nd Avenue).</li> </ul>	Medium
<ul style="list-style-type: none"> <li>Reinforce the creek corridor with public art features along St. George Rainway.</li> </ul>	High
<ul style="list-style-type: none"> <li>Create public art features in high profile places west of Main Street, especially on Broadway, that reinforce the commercial and industrial character of the neighbourhood.</li> </ul>	Low
<ul style="list-style-type: none"> <li>Create public art features east of Main Street on Broadway that reinforce the diverse communities, First Nations, family, student and artistic character of the neighbourhood.</li> </ul>	Medium
<ul style="list-style-type: none"> <li>Create public art features that reinforce the cultural, brewery, industrial and artistic character of the neighbourhood (particularly from 2nd to 7th Avenue on Main Street and along Great Northern Way).</li> </ul>	Medium
<ul style="list-style-type: none"> <li>Create public art features along Main Street, from 8th Avenue south, that reinforce the historic, fashion, family, youth and artistic character of the neighbourhood.</li> </ul>	Medium
<ul style="list-style-type: none"> <li>Create public art features along existing and future greenways.</li> </ul>	Medium



East Van Cross on the Central Valley Greenway (Artist: Ken Lum)



**Potential Public Art – Heart of the Community**

This is suggested as a way to reinforce the triangle formed by Kingsway, Main Street and East Broadway as the epicentre of a vital and imaginative community, where temporary painting of the sidewalks and streets can create an ever changing environmental experience for visitors and users of the area. This would be an opportunity for artists and community groups to work together to create these temporary masterpieces, in a spirit of renewable excitement and empowerment.

Recommendation:	
<ul style="list-style-type: none"><li>• Animate the “heart of the community” at the confluence of Main Street, East Broadway and Kingsway, through art projects that engage with the public to create temporary public artworks.</li></ul>	Medium



The “triangle block” formed by Kingsway, Main Street and East Broadway



Community mural in the West End

**Potential Creative Signage on Building Facades**

This is proposed to encourage businesses to work with artists to create imaginative and extraordinary commercial signage which will simultaneously add to the night-time experience and allow the development of a vital and exciting exploration of that media.

Recommendation:	Priority
<ul style="list-style-type: none"><li>• Encourage signage to reinforce diverse, eclectic and artistic character.</li></ul>	Medium



Artistic signage



Artistic signage on Main Street

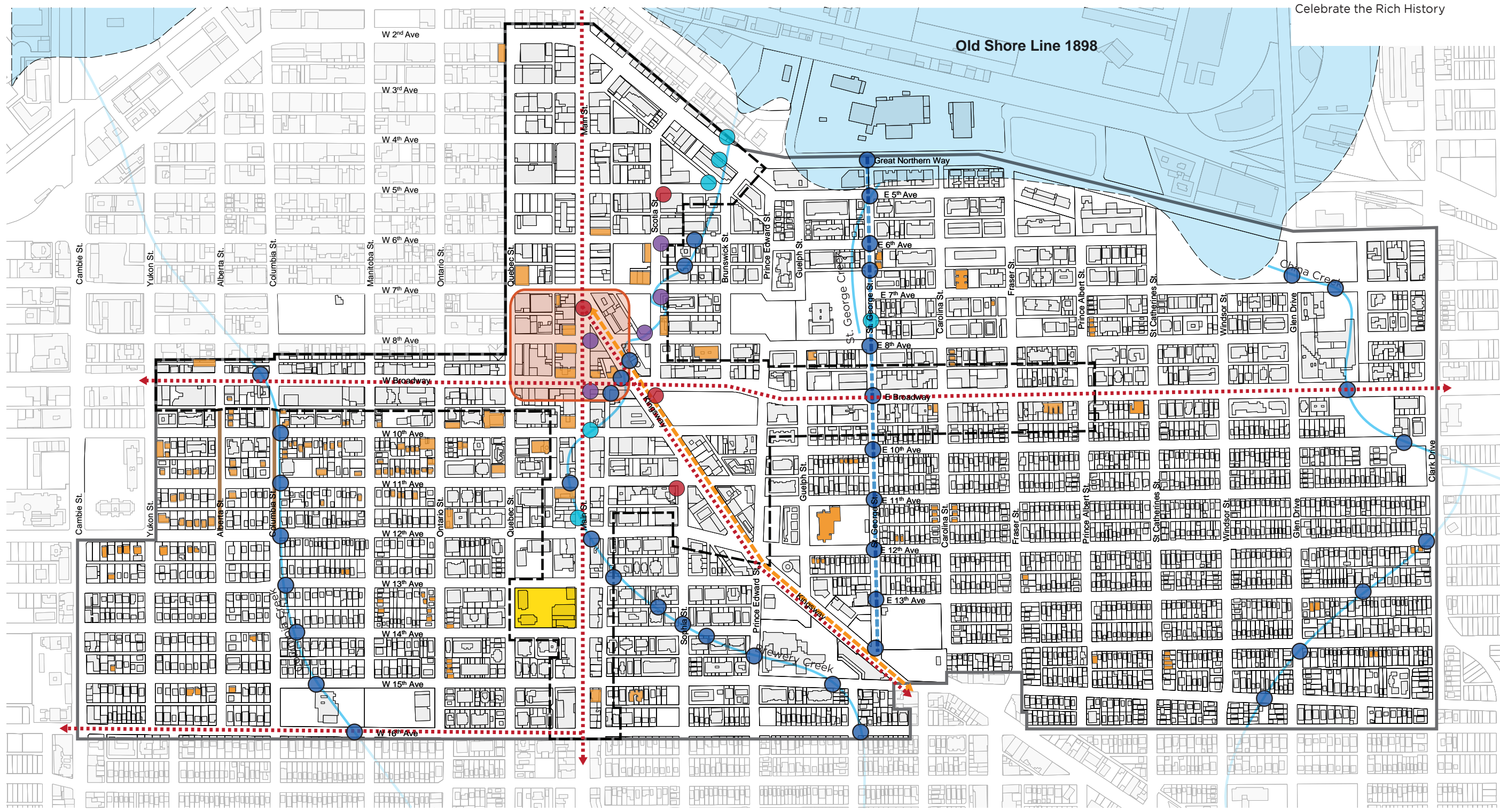
#### 4.3.7 Celebrate the Rich History

Mount Pleasant is one of Vancouver's most historic and heritage-rich neighbourhoods. The community is also incredibly proud of their heritage. 'All aspects of the public realm and interfaces with the existing and new developments should reflect and reinforce the heritage of the area. The public realm is a wonderful place to reflect and celebrate the rich history of Mount Pleasant.

General Recommendations:	Priority
<ul style="list-style-type: none"><li>• Celebrate the First Nations history and culture throughout the community.</li></ul>	High
<ul style="list-style-type: none"><li>• Reinforce and celebrate all of Mount Pleasant's rich history throughout the public realm.</li></ul>	High







## Legend

- Brewery Creek Commemoration
- Brewery Creek Cairns
- Mount Pleasant Historical Signage
- Street Car Barn
- Historic Mt Pleasant Village
- Heritage Buildings
- Old Creeks
- Potential Creek Commemoration with opportunities to celebrate the water
- Historic Street Car Route
- Historic Indigenous Trail and Wagon Road
- Historic Brick/Granite Paver Street
- Potential St. George Railway

--- Mount Pleasant Shopping Area    — Mount Pleasant Community Plan Area    NTS    ▲ N







Mount Pleasant Brewery Creek cairns



Workers from Vancouver Brewery enjoying a beer on the side of Brewery Creek in their version of the Mount Pleasant Parliament

Source: Mount Pleasant Historic Context Statement, City of Vancouver, Donald Luxton & Associates Inc., May 2008.

## Brewery Creek Commemoration

*For the local First Nations, this creek would have been a source of fresh water, salmon and trout, numerous useful plants and animals, and it would have provided access to the upper reaches of Mount Pleasant where the different ecology of swamps provided more useful flora and fauna. The creek was later named Brewery Creek and was in effect Mount Pleasant's first Main Street, the street that came later and followed the same route up the hill.*

*This theme represents the importance of Brewery Creek since ancient times. Mount Pleasant is the only community in Vancouver that developed around a creek. This unique situation allowed the development of many early breweries in the area, and affected the development of the entire neighbourhood. In 1996 the City of Vancouver Planning Department adopted the Brewery Creek Guidelines, which allowed the City to request that developers recognize and commemorate Brewery Creek in return for granting relaxations in zoning for sites near the former banks and pathway of the Creek, now underground.*

Mount Pleasant Historic Context Statement, City of Vancouver, Donald Luxton & Associates Inc., May 2008

### Recommendations:

### Priority

- |  |        |
|--|--------|
| • Incorporate native plant materials at suitable locations where the creeks were located to reinforce the foreshore habitat. | Medium |
| • Celebrate and reinforce original creek environments with public art, rain gardens, water and interpretive panels.          | Medium |

# Historic Mount Pleasant Village

*In the late 1800s and early 1900s, Mount Pleasant was a pre-automobile, streetcar-era village that naturally developed along Brewery Creek. Near the crest of the hill overlooking the heart of Vancouver, it is uniquely characterized by the nexus of three through roads: Broadway, Main Street and Kingsway. This theme represents the development of this self-contained village during the late Victorian and Edwardian eras. This was a village where people lived close to where they worked and shopped.*

Mount Pleasant Historic Context Statement, City of Vancouver, Donald Luxton & Associates Inc., May 2008

Recommendations:	Priority
<ul style="list-style-type: none"> <li>Celebrate the old Mount Pleasant village location with public art, paving and interpretive panels.</li> </ul>	High
<ul style="list-style-type: none"> <li>Create a feature “heart of the community” public art mosaic in the street and sidewalk right-of-way.</li> </ul>	Medium



Historic Mount Pleasant Village

Source: City of Vancouver Archives  
Photo: Philip Timms

# The Streetcar

*In 1891 the arrival of streetcar service provided a new spur to general growth. Before the arrival of the streetcars the only way to navigate Mount Pleasant’s usually muddy and hilly streets was by foot, by horse-drawn carriage, or on horseback. The new streetcars of the ‘Fairview Beltline’ struggled up the Main Street hill from downtown, turned west on to Broadway and looped back downtown over the Granville Bridge.*

Mount Pleasant Historic Context Statement, City of Vancouver, Donald Luxton & Associates Inc., May 2008

Recommendation:	Priority
<ul style="list-style-type: none"> <li>Celebrate and reinforce original streetcar locations in the new and existing public realm – with public art, paving, interpretive panels and lighting.</li> </ul>	Low



Waiting for the streetcar in Mount Pleasant in 1908

Source: City of Vancouver Archives

# Historic Buildings

In the early 1900s, Mount Pleasant was seen as a streetcar village surrounded by 1890s Victorian homes. Remarkably, Mount Pleasant still has many of the buildings that were built at this time. Many churches were also built at this time and Mount Pleasant was nicknamed Church Hill.

*In addition to the prominence of Mount Pleasant's churches, a unique feature of the landmark buildings that made up most of Mount Pleasant's historic skyline was that many of them were built of yellow or brownish brick or stone. Unlike the distinctive red brick structures of Gastown and Yaletown, the yellow-toned bricks were from the historic Clayburn Brick Plant by Abbotsford, BC.*

*Most of Mount Pleasant was surveyed and developed using traditional surveying methods, based on survey by 66-foot chains that resulted in 33 foot lots and 66 foot roads.*

Mount Pleasant Historic Context Statement, City of Vancouver, Donald Luxton & Associates Inc., May 2008

Recommendation:	Priority
<ul style="list-style-type: none"> <li>Reinforce sidewalk paving patterns to reflect small-scale lots and historic patterns.</li> </ul>	Medium



Heritage Hall on Main Street

# Indigenous Trail and Wagon Road

*Most of Mount Pleasant was covered in a dense rainforest of huge fir, cedar and hemlock, which was diagonally bisected by an ancient First Nations and animal trail, the future Kingsway.*

Mount Pleasant Historic Context Statement, City of Vancouver, Donald Luxton & Associates Inc., May 2008

Recommendations:	Priority
<ul style="list-style-type: none"> <li>Celebrate the historic indigenous trail on Kingsway with animal patterns and First Nations art.</li> </ul>	Medium
<ul style="list-style-type: none"> <li>Incorporate indigenous plant materials along the historic indigenous trail within the public realm and interface with private realm.</li> </ul>	Medium



Indigenous Trail and Wagon Road sign

Artist: Sonny Assu



### 4.3.8 A Green Canopy

Mount Pleasant has some of the most beautifully canopied streets in Vancouver. These magnificent street trees have developed over time and have become a valued and loved attribute to the neighbourhood. The tree canopy cover is one of the driving forces behind the urban forest's ability to produce a multitude of benefits for the community. With retention of existing street trees and more significant tree canopy coverage, greenhouse carbon dioxide gases and stormwater runoff are reduced, energy savings increase, and climate control, along with air and water quality, improve. Furthermore, the wildlife habitat increases as does community vitality.

Filling the gaps in the existing street trees and connecting the green coverage throughout the streets where there are gaps will provide benefits to the community and the environment. All planting within the public realm should be completed with an emphasis on sustainability and meeting the City of Vancouver Greenest City 2020 Action Plan.

Principles of the Green Canopy and environmental strategies are integrated and cannot be considered in isolation. These principles include:

- Street Trees – Planting and Maintenance
- Street Tree Planting Conditions
- Tree Species and Boulevard Planting Selection
- Rainwater Strategy

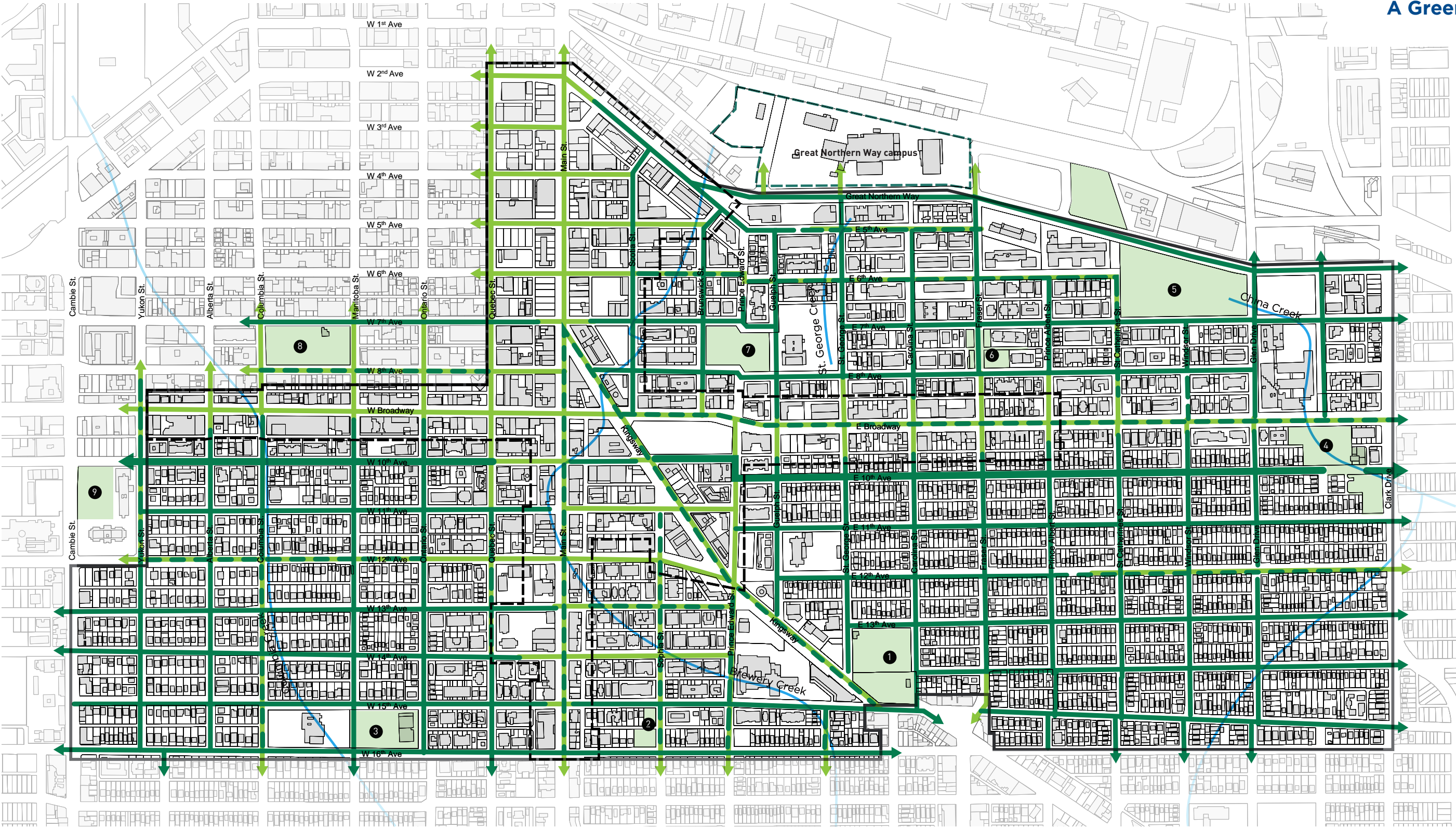
#### Intent

- To reinforce and support the City of Vancouver's Urban Forest Strategy and Greenest City 2020 Action Plan.
- To increase the biodiversity of the neighbourhood through plantings in the streetscape, parks and public realm.
- To preserve, retain and maintain the existing significant street tree canopy coverage.
- To fill in the gaps in the street tree canopy on Main Street, Broadway and Kingsway.
- To have majestic street trees throughout the Mount Pleasant public realm.

Recommendations:	Priority
• Preserve and retain significant and mature street and lane trees on City land, as development occurs.	High
• Have developers preserve and protect significant trees on private property.	High
• As development occurs, plant large-scale street trees on Main Street, Broadway and Kingsway where trees are deficient.	High
• Fill in the gaps on the streets where street trees are deficient.	High



Street trees at Scotia Street and 7th Avenue



Legend

- Existing Significant Street Tree Network
- Partial Street Tree Network
- Sporadic Street Tree Network
- Existing Park
- Old Creeks
- 1 Robson Park
- 2 Tea Swamp Park
- 3 Mount Pleasant Park
- 4 China Creek South Park
- 5 China Creek North Park
- 6 Sahalli Park
- 7 Guelph Park
- 8 Jonathan Rogers Park
- 9 City Hall Park





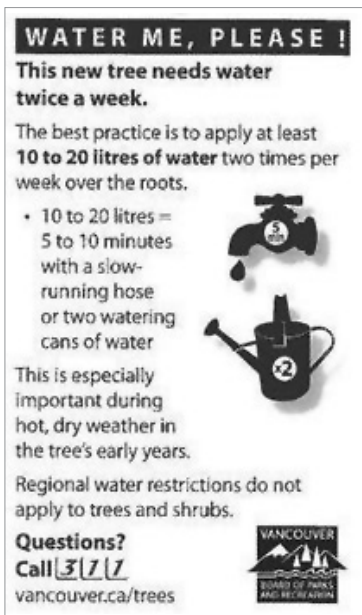
# Street Trees – Planting and Maintenance

As maintenance and management costs rise, the long term care of street trees and plantings has become a more critical and challenging situation. This is particularly true for street trees that are one to ten years old, since these trees are still in the process of establishing themselves. Planting street trees that do not have a long life and will minimally contribute to the urban forest is not sustainable. The longer street trees can survive and grow, the more they can contribute to the green canopy, carbon sequestering, pollution reduction, stormwater management, biodiversity, wildlife habitat and other benefits.

As global warming increases and climate change continues, the need to ensure that the City’s street trees and plantings remain healthy with adequate water increases. Adequate water for newly planted street trees is essential. A neighbourhood-based method of watering is an option that would be sustainable and provide for adequate watering.

## Intent

- To ensure the City’s new and existing street trees and plantings are well maintained at minimal cost to the City.
- To have residents, landowners and shop owners take an ownership role in the maintenance of the streetscape, public realm plantings and watering of the street trees.



Example of City of Vancouver tree maintenance initiative

Recommendations:	Priority
• Ensure proper maintenance and watering. (Refer to the City of Vancouver Urban Forest Strategy.)	High
• Educate and work with stratas, landowners, shop owners and residents on the importance of watering existing street trees during dry periods. Ensure they are responsible for the watering requirements.	Medium
• On new development, educate and work with stratas, landowners, shop owners and residents on the importance of maintaining the plantings in the public realm, including the streetscape and boulevard. Ensure they are responsible for all maintenance requirements.	High
• On existing streetscapes in the neighbourhood, educate and work with stratas, landowners, shop owners and residents on the importance of maintaining the plantings in the public realm, including the streetscape and boulevard. Ensure they are responsible for all maintenance requirements.	High

### Street Tree Planting Conditions

Planting conditions are critical to the success of street trees in urban environments. Soil quality and volume are two aspects that are crucial to the health of street trees. Without either, the life of planted street trees is dramatically reduced and the benefits they bring to the city and neighbourhood diminish in proportion.

As a result of some streetscape improvement and building construction techniques, base compaction of material prevents tree roots from penetrating to the native soil below. If the tree pit has minimal soil volume, the tree suffers and cannot reach its natural size. There are a number of measures for improving planting conditions in urban environments that are becoming standard across North America. These affect not only the street tree quality, but also stormwater management, urban forestry, biodiversity, long term maintenance, durability and resilience – all of which are sustainable initiatives that the City is currently looking at.

#### Intent

- To ensure there is adequate soil/growing medium to produce healthy large-scale street trees.
- To ensure there is adequate above ground and below ground space for the species selected.

### Tree Species and Boulevard Planting Selection

Appropriate street tree selection is critical to the overall urban forest management and stormwater management strategies of the City, as well as creating great streets in Mount Pleasant. Ideally, selecting species that are long-lived and that can be raised over time to reduce obstructions at the street and sidewalk level is preferable to short-lived trees or small trees that will have minimal impact or presence in the street. The street tree list included in the Public Realm Plan reflects the need for species that are long-lived, diverse, adaptable to climate change and pest resilient.

Careful selection of plantings within the public realm, such as in the boulevard, will contribute to seasonal interest, biodiversity, colour, green character and environmental benefits. There are a number of streets in Mount Pleasant where residents and shop owners have participated in the planting of boulevards, in an effort to improve the aesthetic and ecological quality of the streetscape.

#### Intent

- To have long-lived and healthy, large-scale street trees in Mount Pleasant.
- To have street trees that address stormwater management and provide habitat for local fauna.
- To diversify tree species in park areas and within the public realm.
- To increase mature tree canopy size in order to mitigate the urban heat island effect.

Recommendations:	Priority
• Ensure appropriate soil volumes and soil quality; refer to the City of Vancouver's Urban Forest Strategy.	High
• Where possible, ensure street trees are planted in a continuous planting trench to allow for greater access to soil/ growing medium volume and water.	Medium/High
• Work with the third party utility providers to ensure there are adequate spaces for trees and their soil volume. Create a tree corridor as well as utility corridors and give them all the same importance.	High
• Plant street trees in planting areas of various lengths depending on the street character and on-street parking.	High

Recommendations:	Priority
• As development occurs and where street trees are deficient, plant large-scale street trees and boulevard plantings from the recommended plant lists for Main Street, Broadway and Kingsway.	High
• Plant street trees in planting areas of various lengths depending on-street character and on-street parking.	High
• On streets with no parking, plant street trees in planted boulevards to encourage better tree growth and access to rain water, water and air.	Medium/High
• Encourage residents, who want to maintain and plant fruit trees, to infill boulevards and spaces between existing street trees.	Medium
• Fill in the gaps on streets where street trees are deficient.	High
• Where appropriate, plant additional trees to increase the tree canopy and biodiversity in parks and areas within the public realm.	Medium

## Street Trees Selection List

### *Scientific Name*

Acer cappadocicum 'Rubrum'  
 Acer rubrum 'Armstrong'  
 Acer platanoides 'Columnare'  
 Acer platanoides 'Easy Street'  
 Acer platanoides 'Emerald Queen'  
 Platanus x acerifolia 'Bloodgood'  
 Tilia tomentosa  
 Acer x freemanii 'Autumn Blaze'  
 Quercus palustris 'Green Pillar'  
 Tilia tomentosa 'Green Mountain'

### *Common Name*

Cappadocian Maple  
 Armstrong Red Maple  
 Columnare King Maple  
 Easy Street Norway Maple  
 Emerald Queen Maple  
 Plane Trees  
 Silver Linden  
 Autumn Blaze Maple  
 Green Pillar Pin Oak  
 Green Mountain Silver Linden



Acer rubrum 'Armstrong'



Acer platanoides 'Columnare'



Quercus palustris



Acer platanoides 'Easy Street'



Acer x freemanii 'Autumn Blaze'



Platanus x acerifolia 'Bloodgood'



## Boulevard and Bulge Plant Selection List

### Shrubs

#### Scientific Name

Buxus microphylla 'Winter Gem'  
Cornus sericea 'Kelseyii'  
Rosa 'Gourmet Popcorn'  
Rosa meidiland sp.  
Sarcococca hookeriana 'humilis'  
Senecio greyi  
Symphoricarpos chenaultii 'Hancock'

#### Common Name

Winter Gem Boxwood  
Kelseyii Dogwood  
'Gourmet Popcorn' Rose  
Meidiland Rose  
Himalayan Sweet Box  
Senecio  
Hancock Trailing Snowberry



Gaultheria shallon

### Ground Covers

#### Scientific Name

Arctostaphylos uva-ursi  
Erica carnea 'Springwood Pink'  
Erica carnea 'Springwood White'  
Gaultheria shallon  
Lonicera pileata  
Mahonia nervosa  
Rubus calycinoides 'Emerald Carpet'  
Waldsteinia ternata

#### Common Name

Bearberry  
Spring Pink Winter Heather  
Dwarf White Heather  
Salal  
Privet Honeysuckle  
Dwarf Oregon Grape  
Emerald Carpet Oriental Raspberry  
Barren Strawberry



Carex morrowii 'Ice Dance'



Cornus sericea 'Kelseyii'

### Perennials, Ferns and Ornamental Grasses

#### Scientific Name

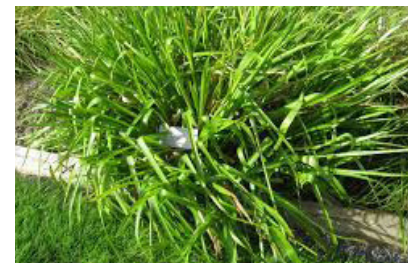
Carex flagellifera 'Kiwi'  
Carex morrowii 'Ice Dance'  
Carex pendula 'Great'  
Echinecea pupurea  
Epimedium pinnatum ssp. colchicum  
Festuca glauca 'Elijah Blue'  
Festuca valesiaca 'Glaucantha'  
Hemerocallis 'Stella d'Oro'  
Hosta 'Frances Williams'  
Hosta 'Gold Standard'  
Liriope muscari  
Luzula sylvatica  
Nepeta 'Walkers Low'  
Polystichum munitum  
Rudbeckia fulgida var. fulgida

#### Common Name

Weeping Brown Sedge  
Variegated Sedge  
Drooping Sedge  
Purple Cone Flower  
Barrenwort  
Blue Fescue  
Wallis Fescue  
Stella d'Oro Daylily  
Frances Williams Hosta  
Gold Standard Hosta  
Lilyturf  
Greater Wood Rush  
Catmint  
Western Swordfern  
Black-eyed Susan



Polystichum munitum



Luzula sylvatica



Rosa 'Gourmet Popcorn'

**Rainwater Strategy**

Rain gardens capture rainwater runoff from impervious areas, such as roofs, driveways, parking lots and walkways. Rain gardens are typically vegetated depressions that cleanse, detain and reduce runoff volumes through high infiltration subsoils.

There are numerous opportunities along Main Street, Broadway and Kingsway to introduce rain gardens and promote an ecological approach to stormwater collection.

The City is also reviewing options for the restoration of China Creek from Trout Lake to False Creek.

**Ideas:**

- Increase green spaces.
- Increase the number of rain gardens and other ecological approaches to stormwater management within parks and street rights-of-way.
- Increase the use of permeable surfaces.
- Look at park areas as major stormwater catchment opportunities.

**Benefits:**

- Reduction of peak volumes of rainwater runoff
- Increased ground water recharge
- Opportunity for urban ecology
- Building ecological awareness
- Biodiversity
- Esthetic and diverse plant palette

Recommendations:	Priority
<ul style="list-style-type: none"><li>• Rain gardens should be introduced in places where significant volumes of stormwater runoff can be diverted from a conventional catch basin. (Refer to City of Vancouver Street Water Infiltration Systems Manual.)</li></ul>	High



Aster subspicatus



Ribes lacustre



Blechnum spicant



Deschampsia cespitosa



Mahonia nervosa

## Rain Garden Plant Selection List

### Emergent Plants

<i>Scientific Name</i>	<i>Common Name</i>
Carex rostrata	Beaked Sedge
Carex stipata	Sawbeak Sedge
Carex tumulicola	Berkeley Sedge
Deschampsia cespitosa	Tufted Hair Grass
Iris douglasiana	Douglas Iris
Iris missouriensis	Western Blue Iris
Juncus effusus	Common Rush
Juncus tenuis	Slender Rush

### Shrubs - Evergreen

<i>Scientific Name</i>	<i>Common Name</i>
Blechnum spicant	Deer Fern
Ledum groenlandicum	Labrador Tea
Polystichum munitum	Western Swordfern

### Shrubs - Deciduous

<i>Scientific Name</i>	<i>Common Name</i>
Ribes lacustre	Black Gooseberry

### Ground Cover

<i>Scientific Name</i>	<i>Common Name</i>
Gaultheria shallon	Salal
Mahonia nervosa	Creeping Oregon
Mahonia repens	Creeping Mahonia

### Perennials/Grasses

<i>Scientific Name</i>	<i>Common Name</i>
Aquilegia formosa	Red Columbine
Aster subspicatus	Douglas Aster
Helictotrichon sempervirens	Blue Oat Grass
Hemerocallis var.	Day Lily



## 4.4 Public Realm Components

### 4.4.1 The Streetscape

The streets of Mount Pleasant are the most extensively used public spaces in the neighbourhood. Important contributors to a vibrant and cohesive public realm include: decorative paving, street trees, medians, pedestrian and vehicular lighting, trash and recycling receptacles and street furnishings such as bicycle rings. The appropriate combination and placement of these elements is necessary to create high quality streetscapes with a distinct character.

Mount Pleasant's streetscape will be inspired by the artistic and creative vibe of the neighbourhood. A fundamental objective is to provide as much greenery in Mount Pleasant as possible. The overall concept is to introduce landscaping features that will provide summer shade, winter interest and a more comfortable, inviting environment for pedestrians year-round. Together, these objectives have the power to provide the largest positive change to the urban experience.

The diagrams and details on the following pages provide examples of potential streetscape scenarios for Mount Pleasant. They are schematic in nature, and are intended to demonstrate a selection of the possible arrangements of public realm components. These include standard streetscape elements, paving materials and furnishings.

All final designs are to meet current City standards and performance criteria.



Streetscape at 11th Avenue and Main Street



Streetscape at 14th Avenue and Main Street

#### 1 City Sidewalk

The Public Realm Plan proposes a palette of four paving materials to create a unique and dynamic sidewalk: cast-in-place concrete, coloured cast-in-place concrete, exposed aggregate concrete and clay pavers. It offers flexibility to accommodate different conditions and to maintain an eclectic style.

#### 2 Pedestrian or Cycling Facility

#### 3 Rain Garden Edge

Applicable mostly to street corners and some mid-block locations, rain gardens should be applied where significant volumes of street runoff can be captured in an expanded boulevard. (Refer to City of Vancouver Street Water Infiltration Systems Manual.)

#### 4 Proposed Street Trees

A major initiative of the Public Realm Plan is to plant large-scale trees in the boulevards, where space allows, to significantly enhance the character and environmental benefits of the neighbourhood.

#### 5 Existing Trees

The Public Realm Plan aims to preserve and protect all mature, existing large-scale trees in the community, as development occurs.

#### 6 Storefront Sidewalk / Entries

The Public Realm Plan encourages a variety of paving materials at the building stoops and entries, that reflect the patterns of development over time and the uniqueness of each entry.

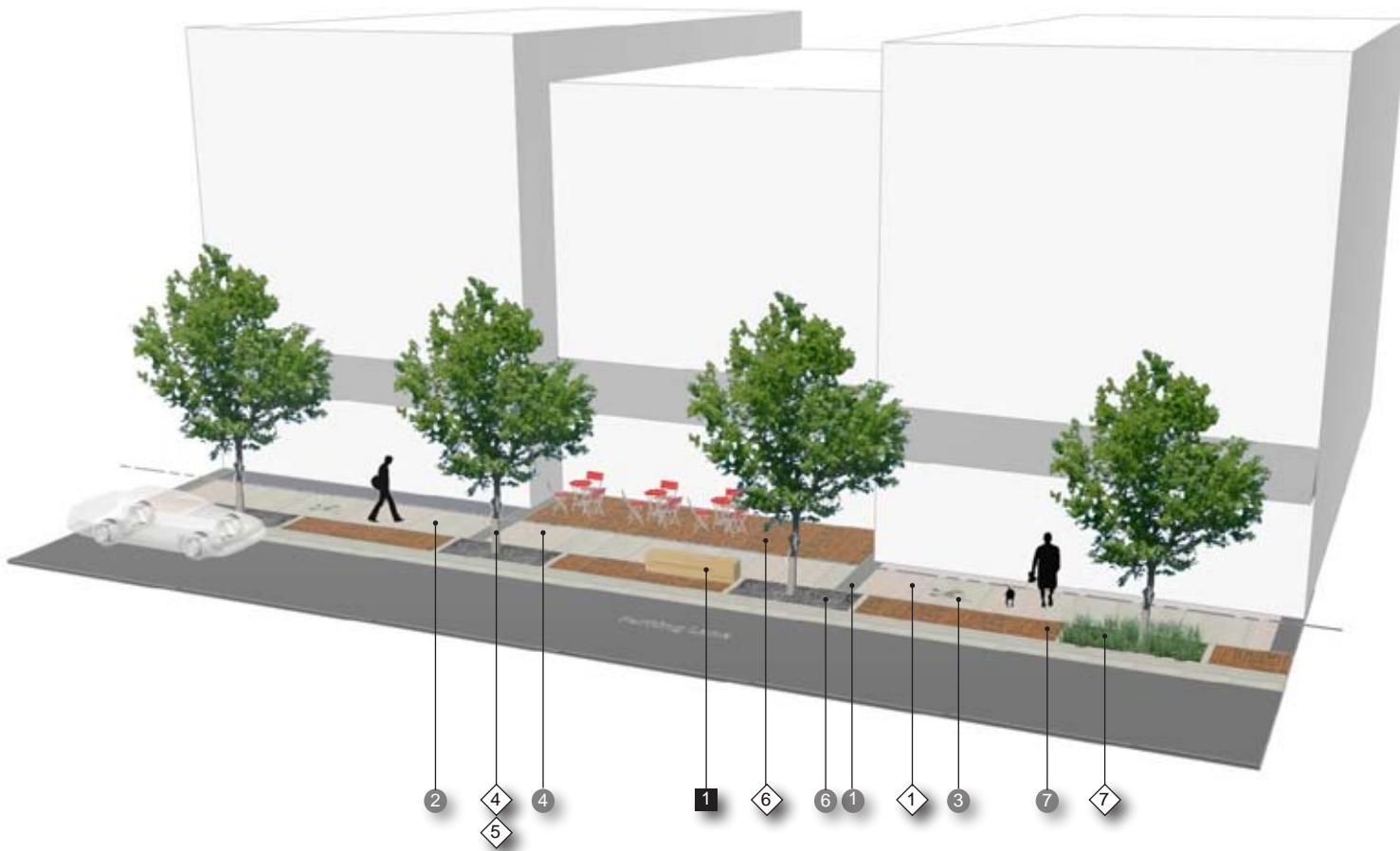
#### 7 Planted Boulevard

Where possible, and considering needs for parking and access, planted boulevards improve separation between the sidewalk and vehicle traffic and provide a safer and more enjoyable pedestrian experience. Opportunities where adjacent property owners can install and maintain landscaping should be encouraged.

#### 8 Mid-Block Crossing

Painted mid-block crossings across numerous laneway locations can be incorporated within community initiatives such as public art projects.

Commercial Street With Parking – Paved Boulevard and/or Planting at Base of Tree Options



This drawing is an illustrative example showing a range of material and treatment options.

Streetscape Components

(See section 4.4.1 for complete list)

- 1 City Sidewalk
- 4 Proposed Street Tree
- 5 Existing Tree
- 6 Storefront Sidewalk / Entries
- 7 Planted Boulevard (installed and maintained by adjacent property owners)

Paving Materials

(See section 4.4.2 for complete list)

- 1 Coloured Concrete Band
- 2 Concrete
- 3 Concrete With Sandblasted Pattern
- 4 Exposed Aggregate Concrete
- 6 Tree Surround
- 7 Clay Pavers

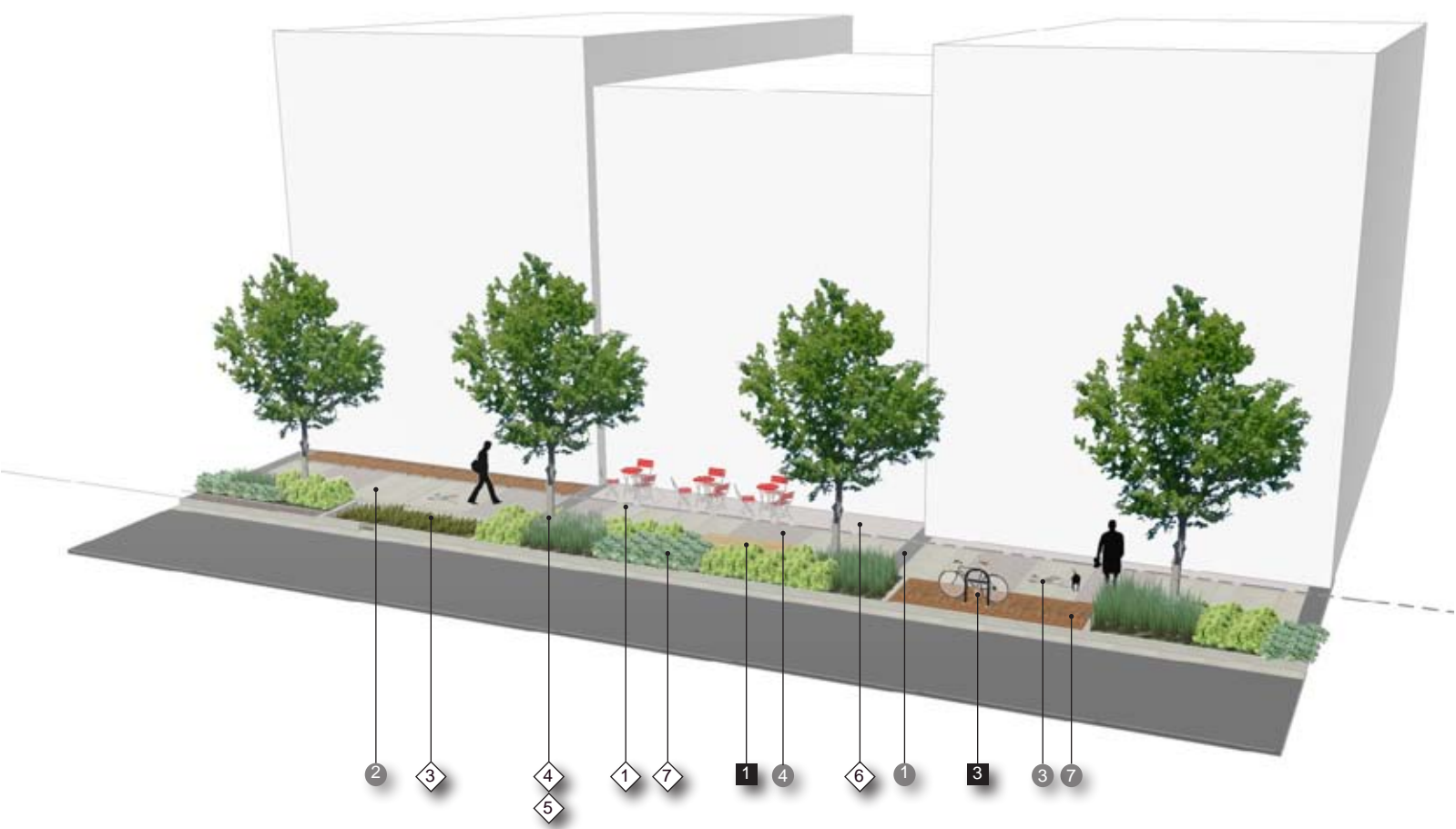
Street Furnishings

(See section 4.4.4 for complete list)

- 1 Bench

\*See also section 4.4.3 for streetscape details.

**Commercial Street Without Parking – Planted Boulevard Options**



This drawing is an illustrative example showing a range of material and treatment options.

**Streetscape Components**

(See section 4.4.1 for complete list)

- 1 City Sidewalk
- 3 Rain Garden Edge
- 4 Proposed Street Tree
- 5 Existing Tree
- 6 Storefront Sidewalk / Entries
- 7 Planted Boulevard (installed and maintained by adjacent property owners)

**Paving Materials**

(See section 4.4.2 for complete list)

- 1 Coloured Concrete Band
- 2 Concrete
- 3 Concrete With Sandblasted Pattern
- 4 Exposed Aggregate Concrete
- 7 Clay Pavers

**Street Furnishings**

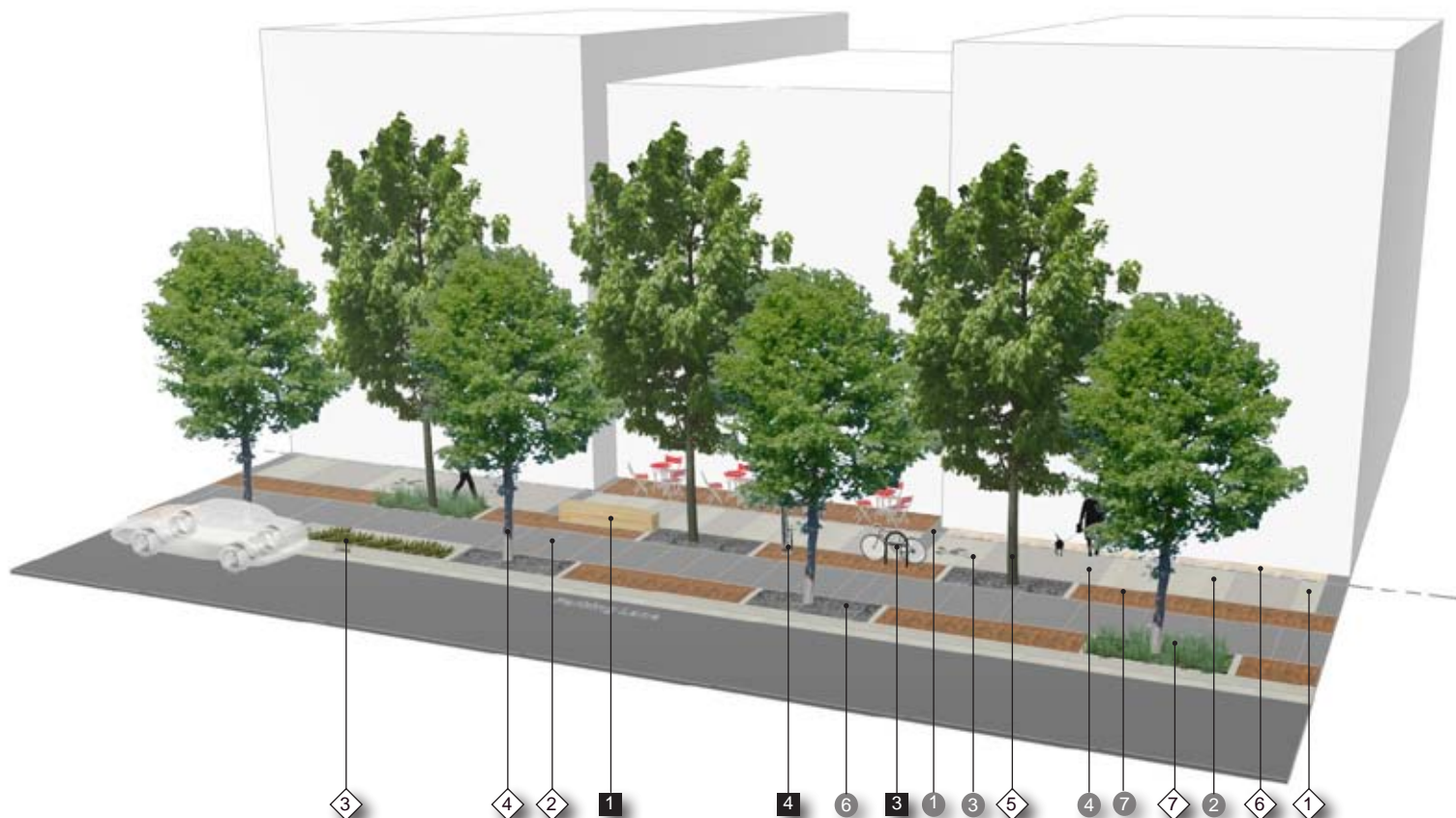
(See section 4.4.4 for complete list)

- 1 Bench
- 3 Bike Rack

\*See also section 4.4.3 for streetscape details.



## Commercial Street With Widened Public Realm - Streetscape Options



This drawing is an illustrative example showing a range of material and treatment options.

### Streetscape Components

(See section 4.4.1 for complete list)

- ① City Sidewalk
- ② Pedestrian or Cycling Facility
- ③ Rain Garden Edge
- ④ Proposed Street Tree
- ⑤ Existing Tree
- ⑥ Storefront Sidewalk / Entries
- ⑦ Planted Boulevard (installed and maintained by adjacent property owners)

### Paving Materials

(See section 4.4.2 for complete list)

- ① Coloured Concrete Band
- ② Concrete
- ③ Concrete With Sandblasted Pattern
- ④ Exposed Aggregate Concrete
- ⑥ Tree Surround
- ⑦ Clay Pavers

### Street Furnishings

(See section 4.4.4 for complete list)

- ① Bench
- ③ Bike Rack
- ④ Bike Pump

\*See also section 4.4.3 for streetscape details.

## Boulevard Park – Laneway to Main Street or Laneway to Broadway



This drawing is an illustrative example showing a range of material and treatment options.

### Streetscape Components

(See section 4.4.1 for complete list)

- 1 City Sidewalk
- 4 Proposed Street Tree
- 5 Existing Tree
- 6 Storefront Sidewalk / Entries
- 7 Planted Boulevard (installed and maintained by adjacent property owners)
- 8 Mid-Block Crossing

### Paving Materials

(See section 4.4.2 for complete list)

- 2 Concrete
- 4 Exposed Aggregate Concrete
- 7 Clay Pavers

### Street Furnishings

(See section 4.4.4 for complete list)

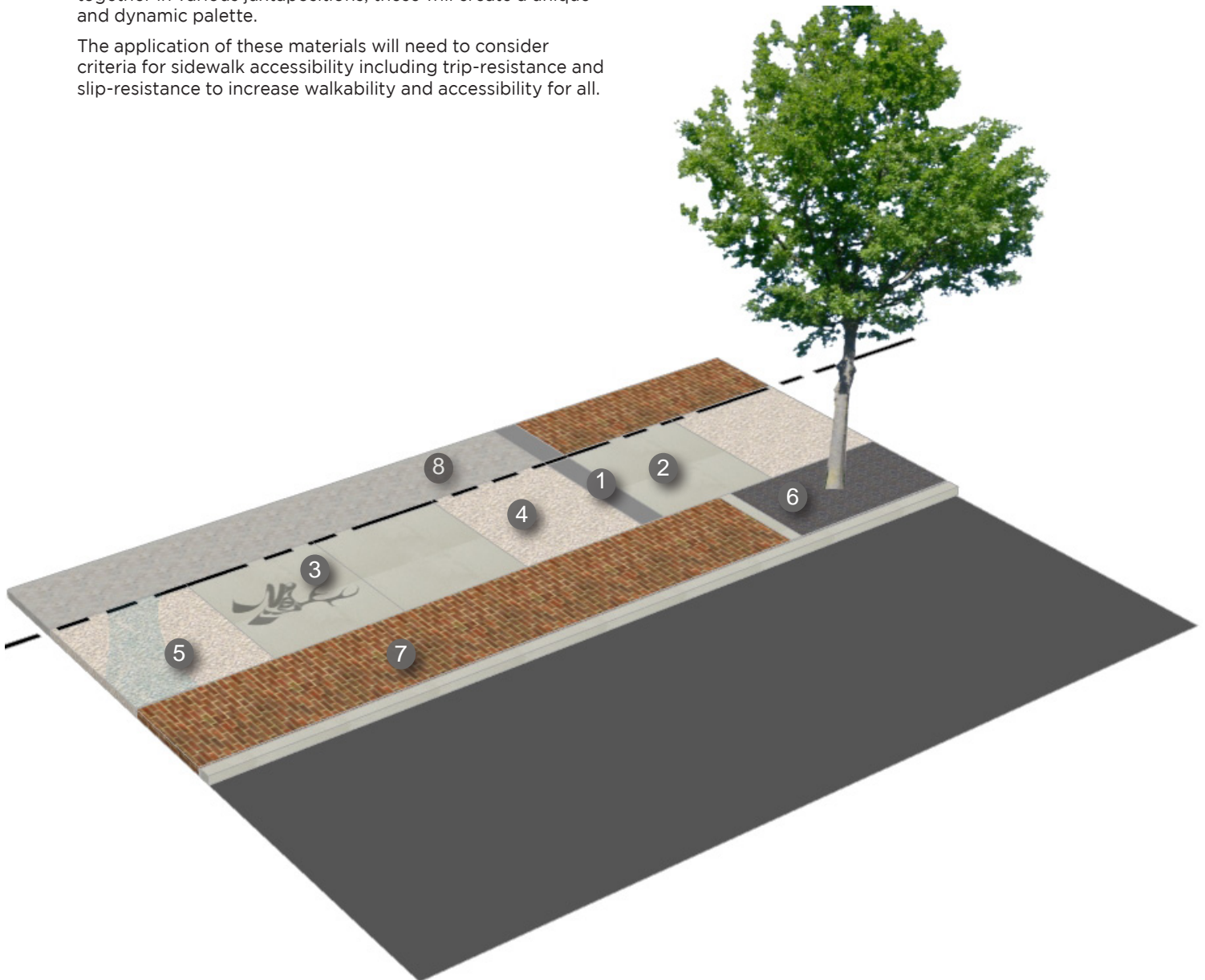
- 1 Bench
- 3 Bike Rack

\*See also section 4.4.3 for streetscape details.

#### 4.4.2 Streetscape Materials

A diverse and non-standard palette of materials and street furnishings will assist in creating an eclectic public realm, and one that reflects the neighbourhood and community. The proposed paving materials need to be woven together with the other streetscape elements to create a truly unique Mount Pleasant public realm. Four paving materials are suggested within the Public Realm Plan: cast-in-place concrete, coloured cast-in-place concrete, exposed aggregate concrete and clay pavers. When employed together in various juxtapositions, these will create a unique and dynamic palette.

The application of these materials will need to consider criteria for sidewalk accessibility including trip-resistance and slip-resistance to increase walkability and accessibility for all.





## Paving Materials Palette

### 1 Coloured Concrete Band

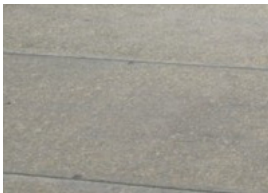


#### Standard City of Vancouver Coloured Concrete

**Finish:** broom finish with saw cut control joints.

**Pattern Inspiration:** historic pattern to reflect the traditional lot sizes in Mount Pleasant.

### 2 Concrete



#### Standard City of Vancouver Concrete Sidewalk

**Finish:** broom finish with saw cut control joints.

### 3 Concrete with Sandblasted Pattern



#### Pattern Inspiration:

**Broadway:** art, First Nations community.

**Main Street:** Brewery Creek, art, music, pop culture, breweries.

**Kingsway:** Indigenous Trail, First Nations community, aboriginal art.

### 4 Exposed Aggregate Concrete



#### Standard City of Vancouver Exposed Aggregate Sidewalk

**Finish:** exposed aggregate concrete with saw cut control joints.

### 5 Exposed Aggregate Concrete with Hand Seeded Glass Nuggets



Used as an accent to highlight location of historic streams.

**Finish:** exposed aggregate concrete with saw cut control joints, hand seeded with blue glass nuggets.

### 6 Tree Surround



Tree surround that allows for infiltration and tree growth.

### 7 Clay Pavers



**Colour:** yellow or brownish (e.g. Chestnut)

**Installation Method:** mortar in place on concrete base.

**Possible size and supplier:** 1-1/4" x 3-1/2" x 7-1/2", Mutual Materials

#### Historical Reference:

*"A unique feature of the landmark buildings that made up most of Mount Pleasant's historic skyline was that many of them were built of yellow or brownish brick or stone, unlike the distinctive red brick structures of Gastown and Yaletown."*

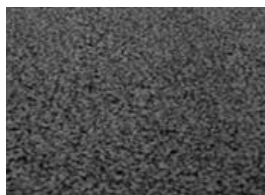
[Mount Pleasant Historic Context Statement, City of Vancouver, Donald Luxton & Associates Inc., May 2008](#)

### 8 Paving in New Development Adjacent to Public Realm



**Finish:** various materials such as tiles, stone pavers, concrete pavers and clay pavers.

### 9 Permeable or Standard Asphalt in Laneway



Permeable asphalt is mixed at conventional asphalt plants, but fine (small) aggregate is omitted from the mixture. The remaining large, single-sized aggregate particles leave open voids that give the material its porosity and permeability.

#### 4.4.3 Streetscape Details – Boulevard, Mid-Block Crossing and Laneway

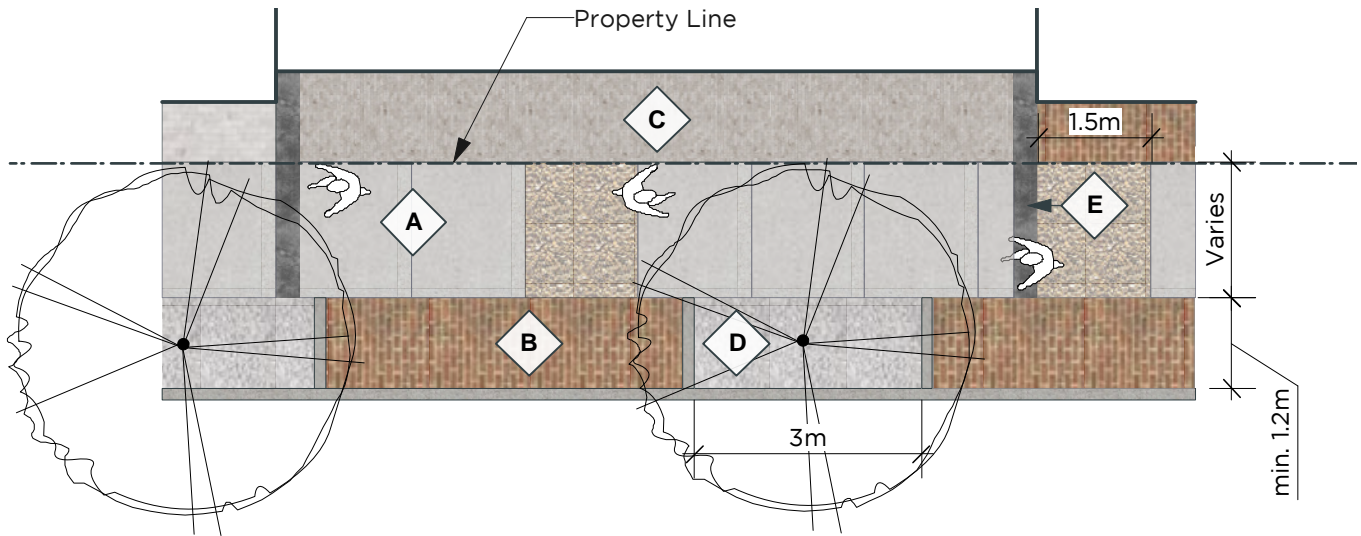
The following plans provide examples of potential streetscape scenarios for Mount Pleasant. They are intended to illustrate how creative arrangements of streetscape components and paving materials can help to foster an eclectic character while providing an enhanced experience for pedestrians, cyclists and drivers.

##### Typical Boulevard Detail

###### Commercial Street With Parking – Paved Boulevard

Intent:

- To provide an unobstructed flow for pedestrians.
- To provide pedestrian accessibility to parked vehicles.



##### CITY SIDEWALK

**Size:** width varies

**Surface materials:** concrete (broom finish, no trowel edge), exposed aggregate concrete, concrete with sandblasted pattern. Materials to be installed in random patterns, in units of 1.5m wide, responding to sidewalk width.



##### BOULEVARD

**Size:** 1.2m wide min.

**Surface materials:** clay pavers (1 1/4" x 3 1/2" x 7 1/2").

**Installation:** mortar in place on concrete base.



##### STOREFRONT / SIDEWALK / ENTRY

**Size:** varies based on property width and setback from property line.

**Surface materials:** tiles, concrete pavers, stone pavers or clay pavers, at the discretion of the owner.



##### TREE PIT

Refer to City of Vancouver Urban Forest Strategy for details.

**Size:** 3m x 1.2m min.



##### COLOURED CONCRETE BAND

**Size:** 0.3m wide

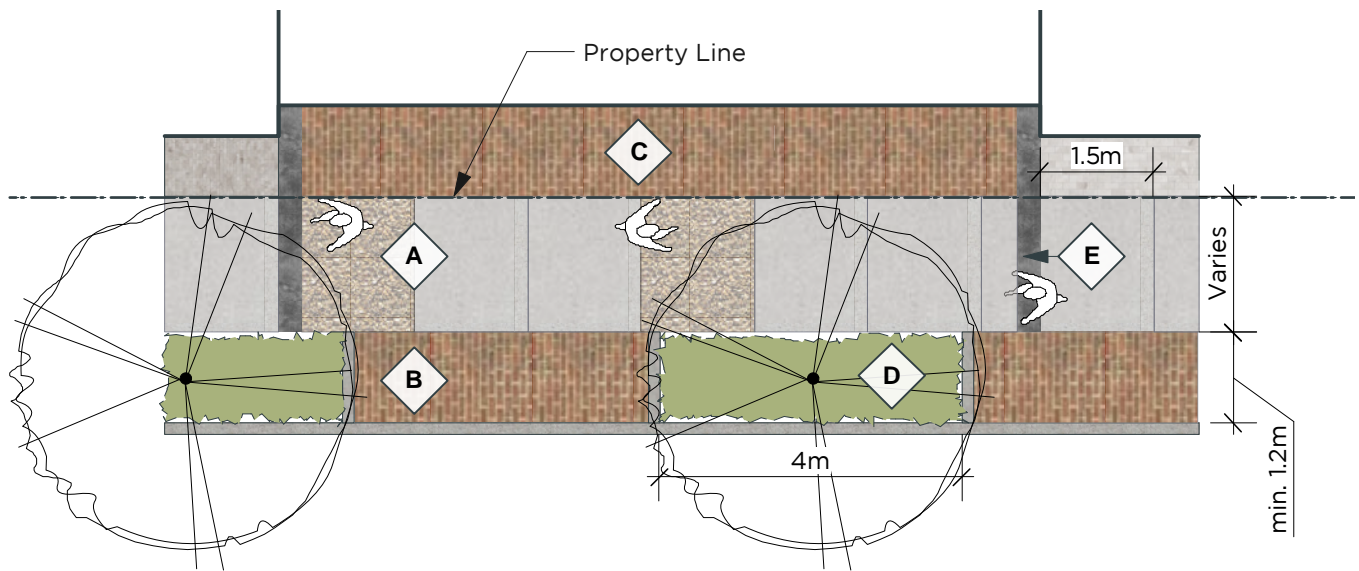
**Surface materials:** concrete (broom finish lengthwise, no trowel edge).

## Typical Boulevard Detail

### Commercial Street With Parking – Paved Boulevard With Planting

Intent:

- To maintain the existing condition at the parking lane.
- To provide pedestrian accessibility to parked vehicles.
- To create a safe and more open pedestrian experience.
- To enhance the sidewalk realm with decorative planting.



#### CITY SIDEWALK

**Size:** width varies

**Surface materials:** concrete (broom finish, no trowel edge), exposed aggregate concrete, concrete with sandblasted pattern. Materials to be installed in random patterns, in units of 1.5m wide, responding to sidewalk width.



#### BOULEVARD

**Size:** 1.2m wide min.

**Surface materials:** clay pavers (1 1/4" x 3 1/2" x 7 1/2").

**Installation:** mortar in place on concrete base.



#### STOREFRONT / SIDEWALK / ENTRY

**Size:** varies based on property width and setback from property line.

**Surface materials:** tiles, concrete pavers, stone pavers or clay pavers, at the discretion of the owner.



#### TREE PIT

Refer to City of Vancouver Urban Forest Strategy for details.

**Size:** 4m x 1.2m min.

**Planting material:** mix of drought tolerant low planting for minimal maintenance.



#### COLOURED CONCRETE BAND

**Size:** 0.3m wide.

**Surface materials:** concrete (broom finish, no trowel edge).

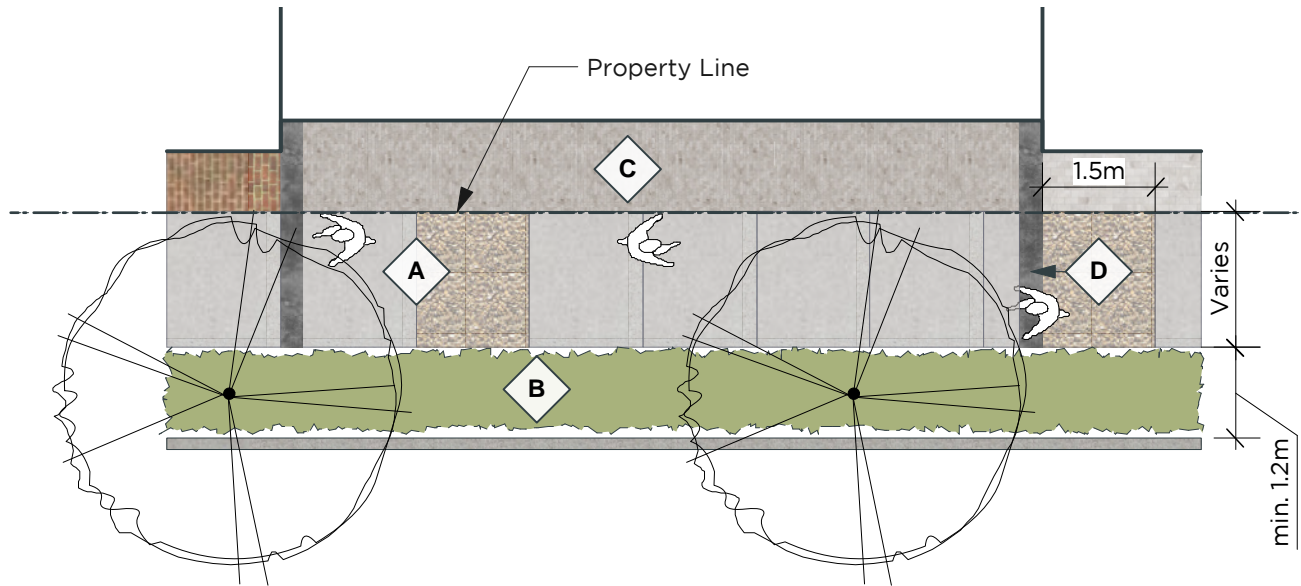


## Typical Boulevard Detail

### Commercial Street Without Parking - Fully Planted Boulevard

Intent:

- To create a safe pedestrian experience.
- To improve the sidewalk realm with decorative planting.



#### CITY SIDEWALK

**Size:** width varies

**Surface materials:** concrete (broom finish, no trowel edge), exposed aggregate concrete, concrete with sandblasted pattern. Materials to be installed in random patterns, in units of 1.5m wide, responding to sidewalk width.



#### PLANTED BOULEVARD

Refer to City of Vancouver Urban Forest Strategy for details.

**Size:** 1.2m wide min.

**Surface materials:** mix of drought tolerant, low planting for minimal maintenance.



#### STOREFRONT / SIDEWALK / ENTRY

**Size:** varies based on property width and setback from property line.

**Surface materials:** tiles, concrete pavers, stone pavers or clay pavers, at the discretion of the owner.



#### COLOURED CONCRETE BAND

**Size:** 0.3m wide.

**Surface materials:** concrete (broom finish, no trowel edge).

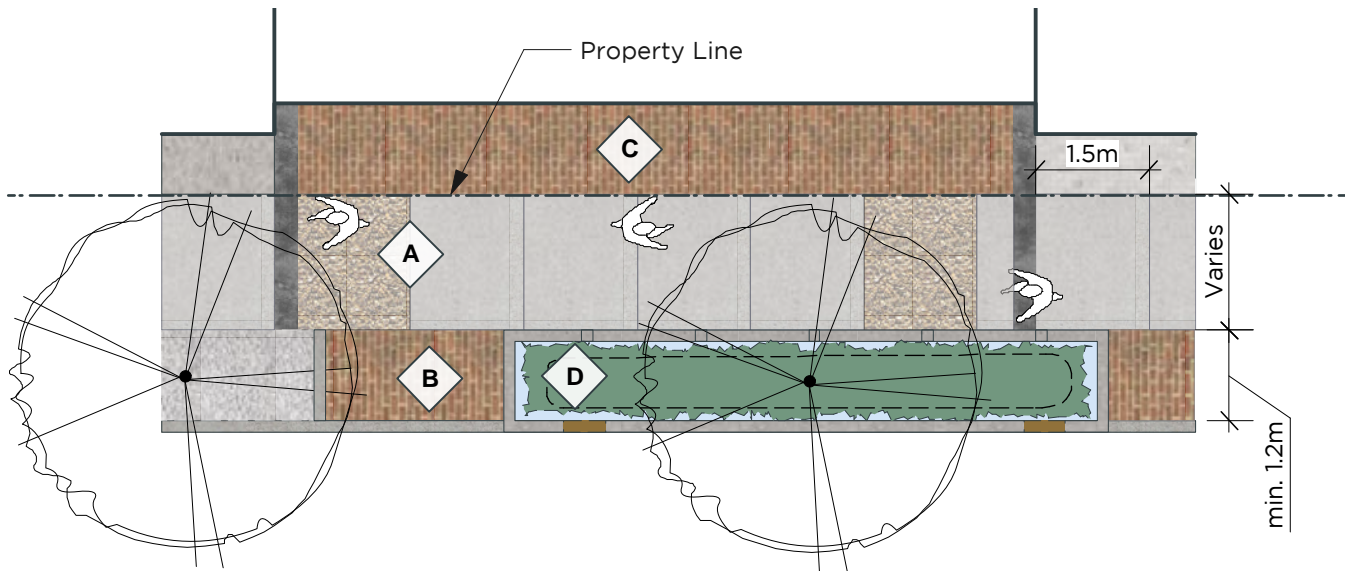
## Typical Boulevard Detail

### Rain Garden Edge

Applicable mostly at mid-block locations. Should be applied where significant volumes of street water runoff can be diverted from conventional catch basins.

Intent:

- To reduce peak volumes of rainwater runoff and increase ground water recharge.
- To promote urban ecology, awareness and biodiversity.
- To enhance the sidewalk realm with decorative planting.



#### **CITY SIDEWALK**

**Size:** width varies

**Surface materials:** concrete (broom finish, no trowel edge), exposed aggregate concrete, concrete with sandblasted pattern. Materials to be installed in random patterns, in units of 1.5m wide, responding to sidewalk width.



#### **BOULEVARD**

**Size:** 1.2m wide min.

**Surface materials:** clay pavers (1 1/4" x 3 1/2" x 7 1/2").

**Installation:** mortar in place on concrete base.



#### **STOREFRONT / SIDEWALK / ENTRY**

**Size:** varies based on property width and setback from property line.

**Surface materials:** tiles, concrete pavers, stone pavers or clay pavers, at the discretion of the owner.



#### **RAIN GARDEN**

Refer to City of Vancouver Street Water Infiltration Systems Manual for details. Refer to City of Vancouver Urban Forest Strategy for tree planting details.

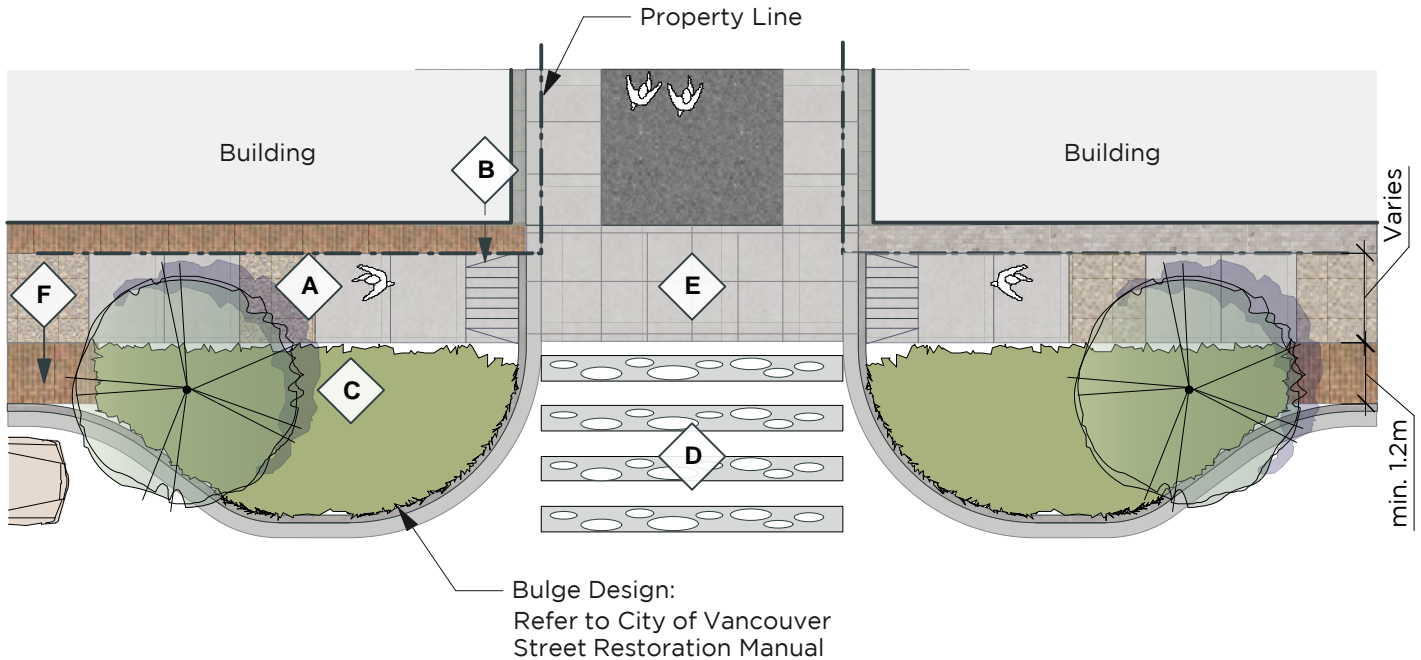
**Size:** 4m x 1.2m wide min.

**Surface materials:** rain garden planting.

## Typical Mid-Block Crossing at Laneway

### Intent

- Mid-block crossings are intended to reinforce the laneway pedestrian network along Main Street and Broadway lanes where they intersect local streets.



A

### CITY SIDEWALK

**Size:** width varies

**Surface materials:** concrete (broom finish, no trowel edge), exposed aggregate concrete. Materials to be installed in random patterns, in units of 1.5m wide, responding to sidewalk width.

B

### LANE CURB RAMP

Refer to City of Vancouver Street Restoration Manual.

C

### PLANTING OR RAIN GARDEN

**Surface materials:** can be planting or rain garden, depending on surrounding gradient. Refer to section 4.3.8 for planting details. Refer to City of Vancouver Street Water Infiltration Systems Manual.

D

### MID-BLOCK CROSSING

**Surface materials:** painted or thermoplastic crosswalk with artistic character and elements.

E

### LANE CROSSING

Refer to City of Vancouver Street Restoration Manual.

F

### BOULEVARD

**Size:** 1.2m wide min.

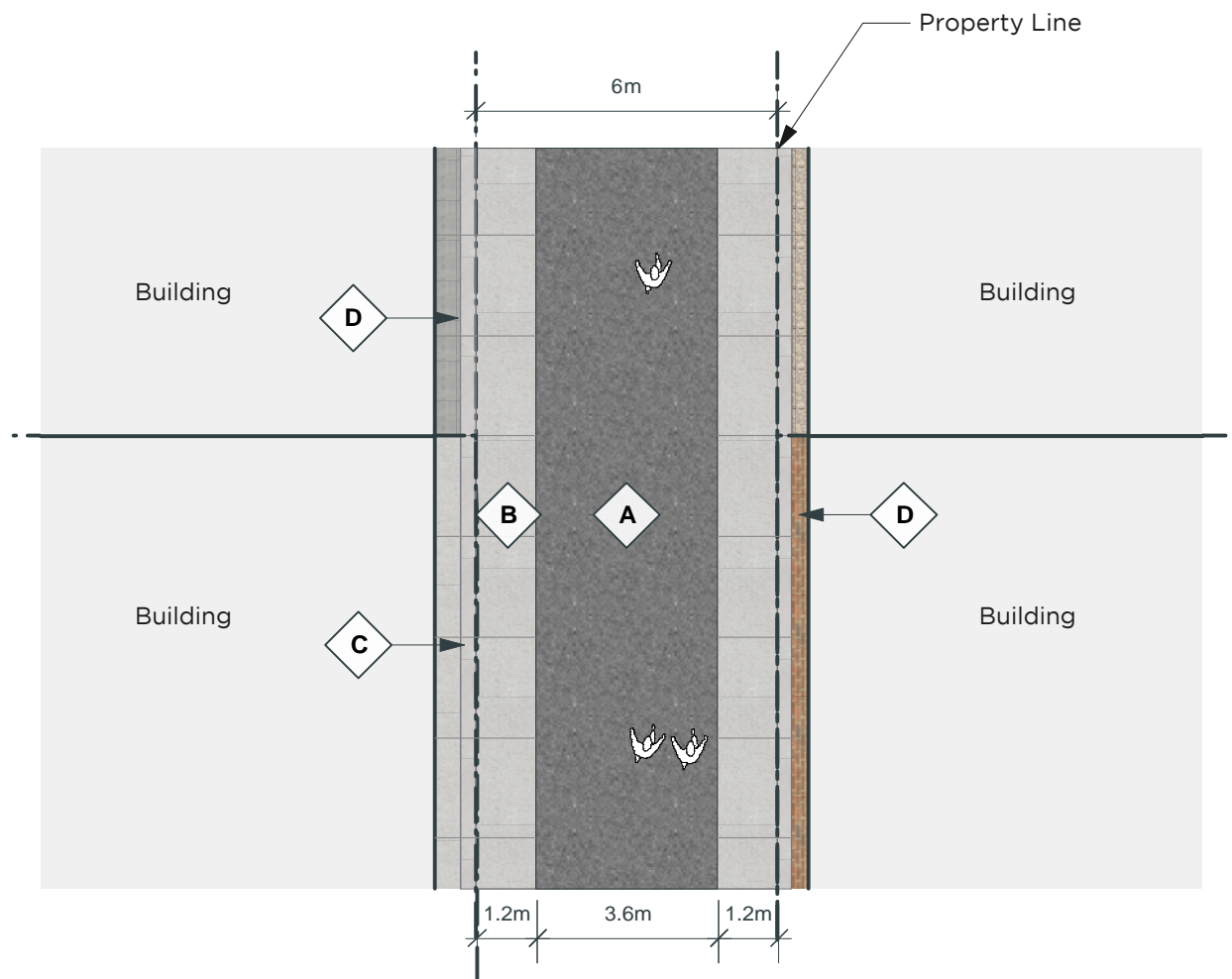
**Surface materials:** clay pavers (1 1/4" x 3 1/2" x 7 1/2").

**Installation:** mortar in place on concrete base.



## Laneway Detail

### Type A



#### **PERMEABLE OR STANDARD ASPHALT**

City of Vancouver Standard



#### **CAST-IN-PLACE CONCRETE**

City of Vancouver Standard

**Surface materials:** concrete (broom finish, no trowel edge).



#### **CONCRETE BAND**

**Size:** 0.3m.

**Surface materials:** concrete (broom finish, no trowel edge).



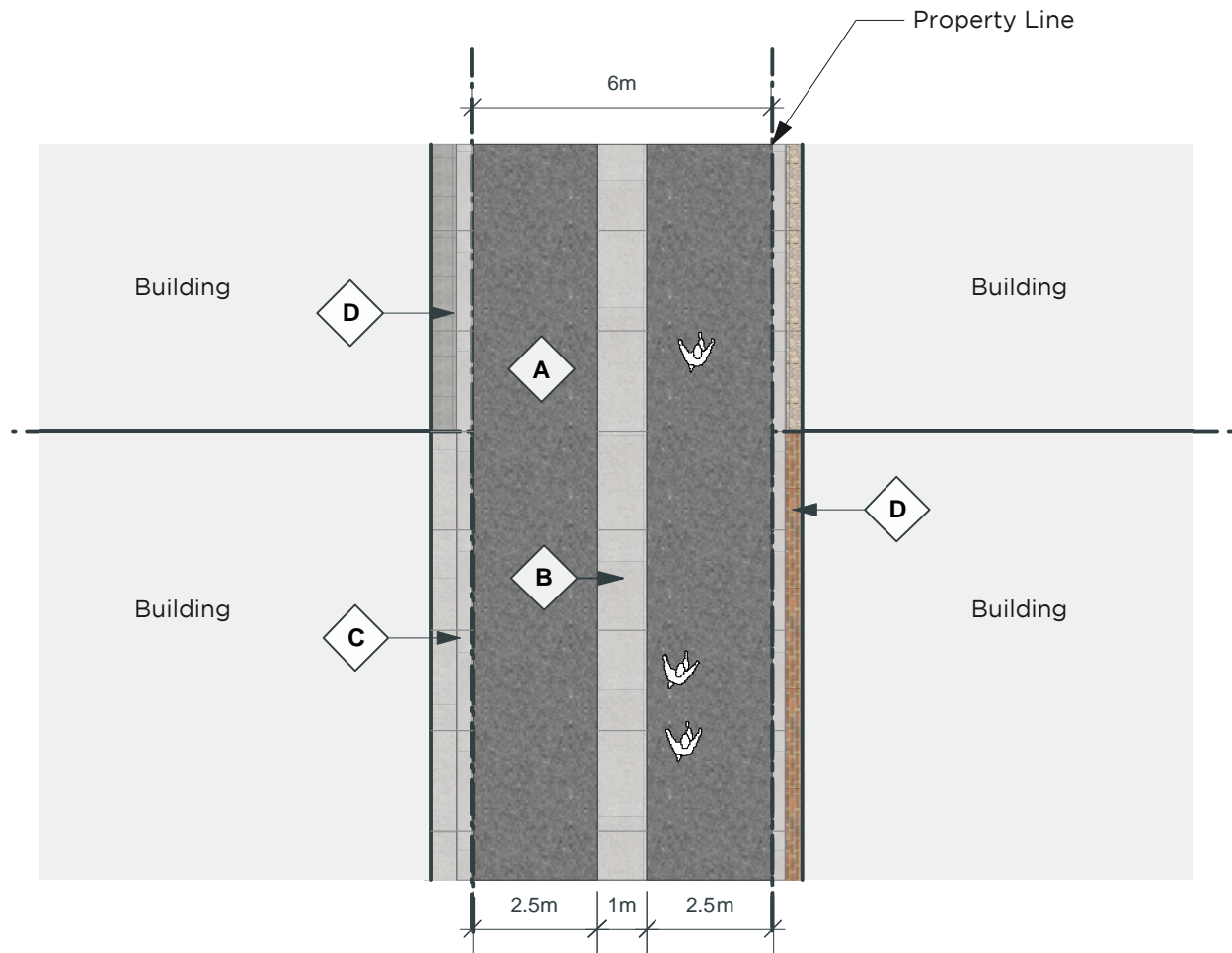
#### **PRIVATE PROPERTY**

**Size:** varies based on property width and setback from property line.

**Surface materials:** can be concrete (broom finish, no trowel edge), stone pavers, concrete pavers and clay pavers.

## Laneway Detail

### Type B - Centre Valley Profile



#### **PERMEABLE OR STANDARD ASPHALT**

City of Vancouver Standard



#### **CAST-IN-PLACE CONCRETE BAND**

City of Vancouver Standard

**Surface materials:** concrete (broom finish, no trowel edge).



#### **CONCRETE BAND**

**Size:** 0.3m.

**Surface materials:** concrete (broom finish, no trowel edge).



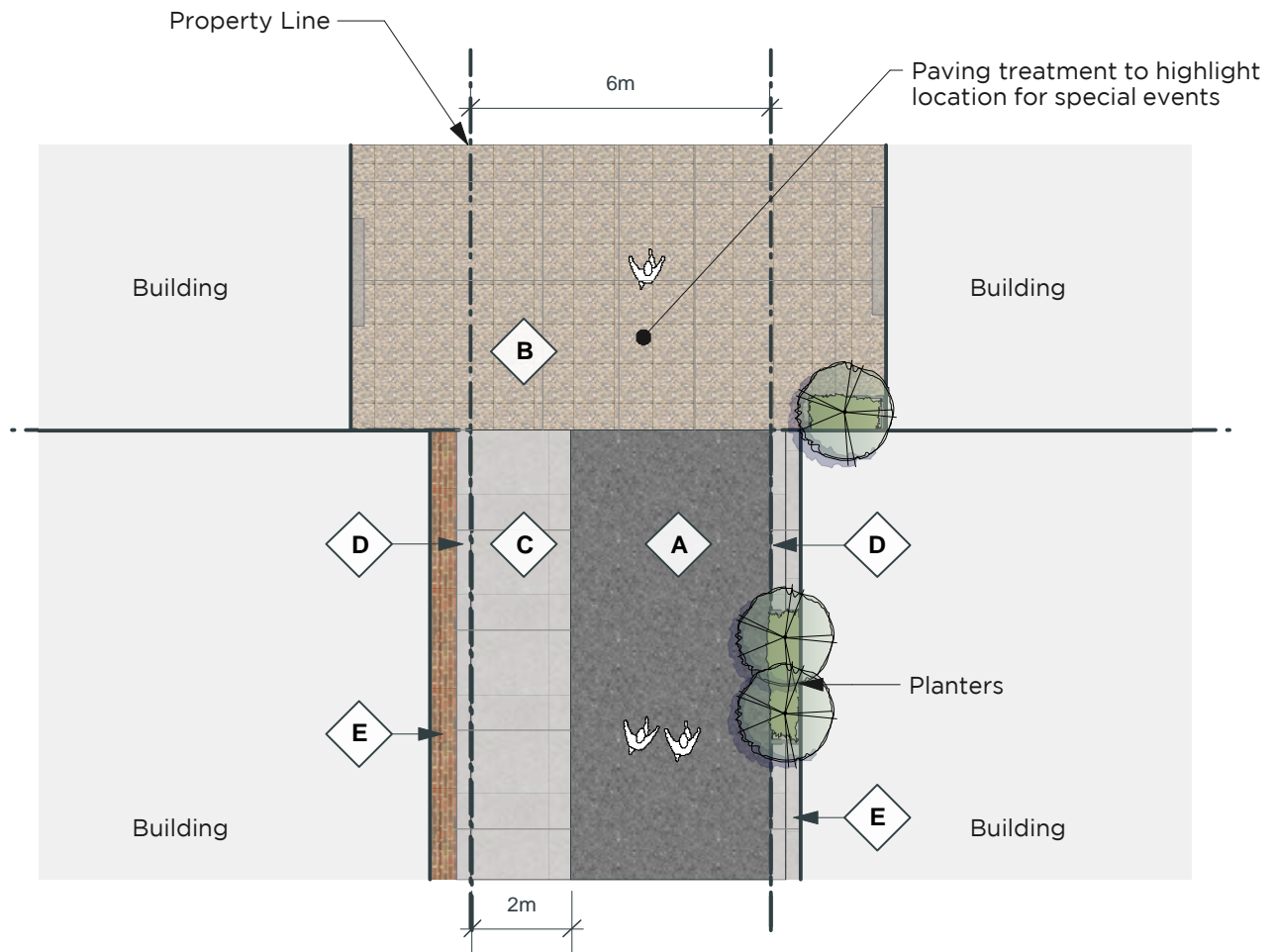
#### **PRIVATE PROPERTY**

**Size:** responds to property width and setback from property line.

**Surface materials:** can be concrete (broom finish, no trowel edge), stone pavers, concrete pavers and clay pavers.

## Laneway Detail

### Type C

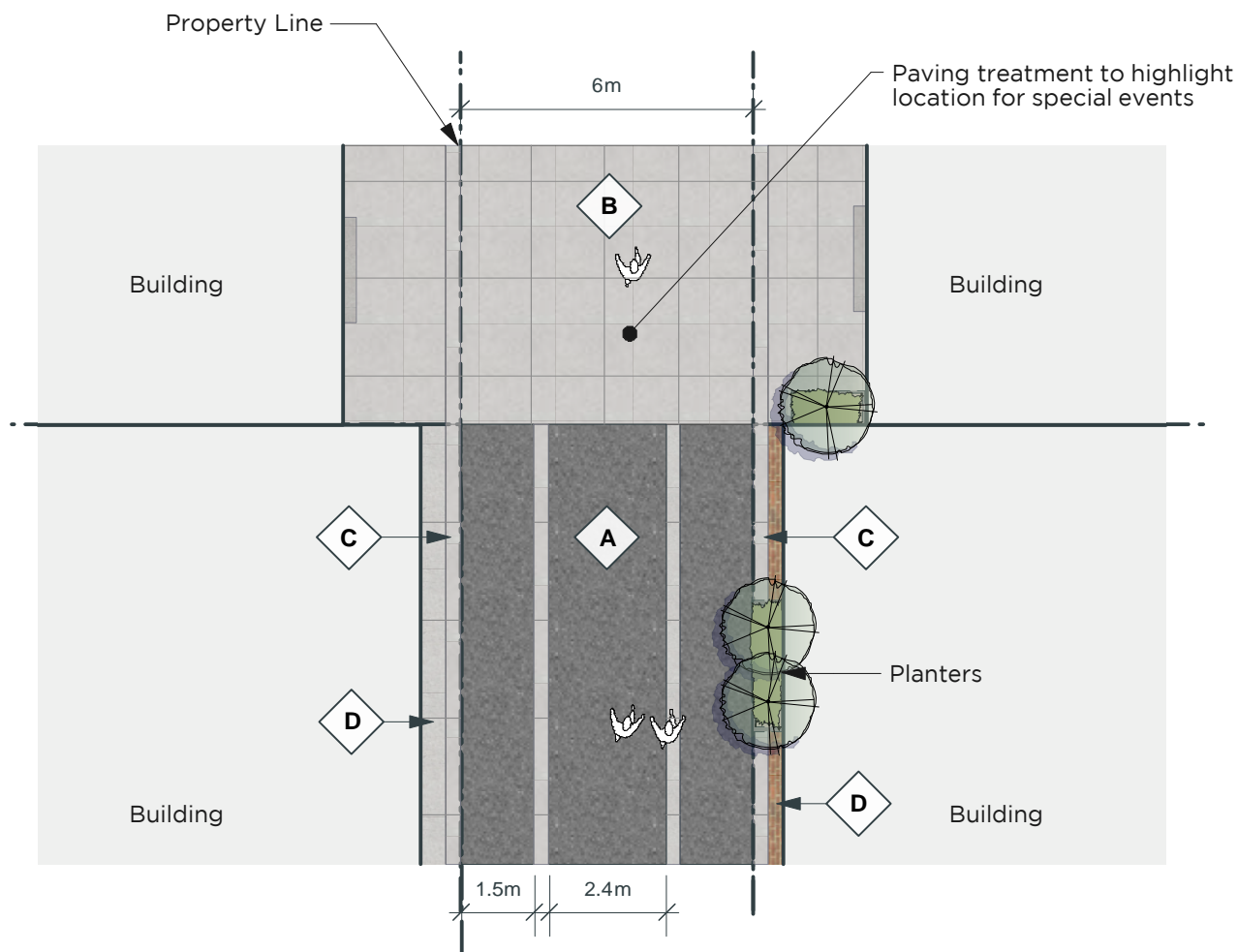


- A PERMEABLE OR STANDARD ASPHALT**  
City of Vancouver Standard
- B EXPOSED AGGREGATE CONCRETE**  
City of Vancouver Standard
- C CAST-IN-PLACE CONCRETE**  
City of Vancouver Standard  
**Surface materials:** concrete (broom finish, no trowel edge).
- D CONCRETE BAND (at property line)**  
**Size:** 0.3m.  
**Surface materials:** concrete (broom finish, no trowel edge).
- E PRIVATE PROPERTY**  
**Size:** varies based on property width and setback from property line.  
**Surface materials:** can be concrete (broom finish, no trowel edge), stone pavers, concrete pavers and clay pavers.



## Laneway Detail

### Type D



**A PERMEABLE OR STANDARD ASPHALT**  
City of Vancouver Standard

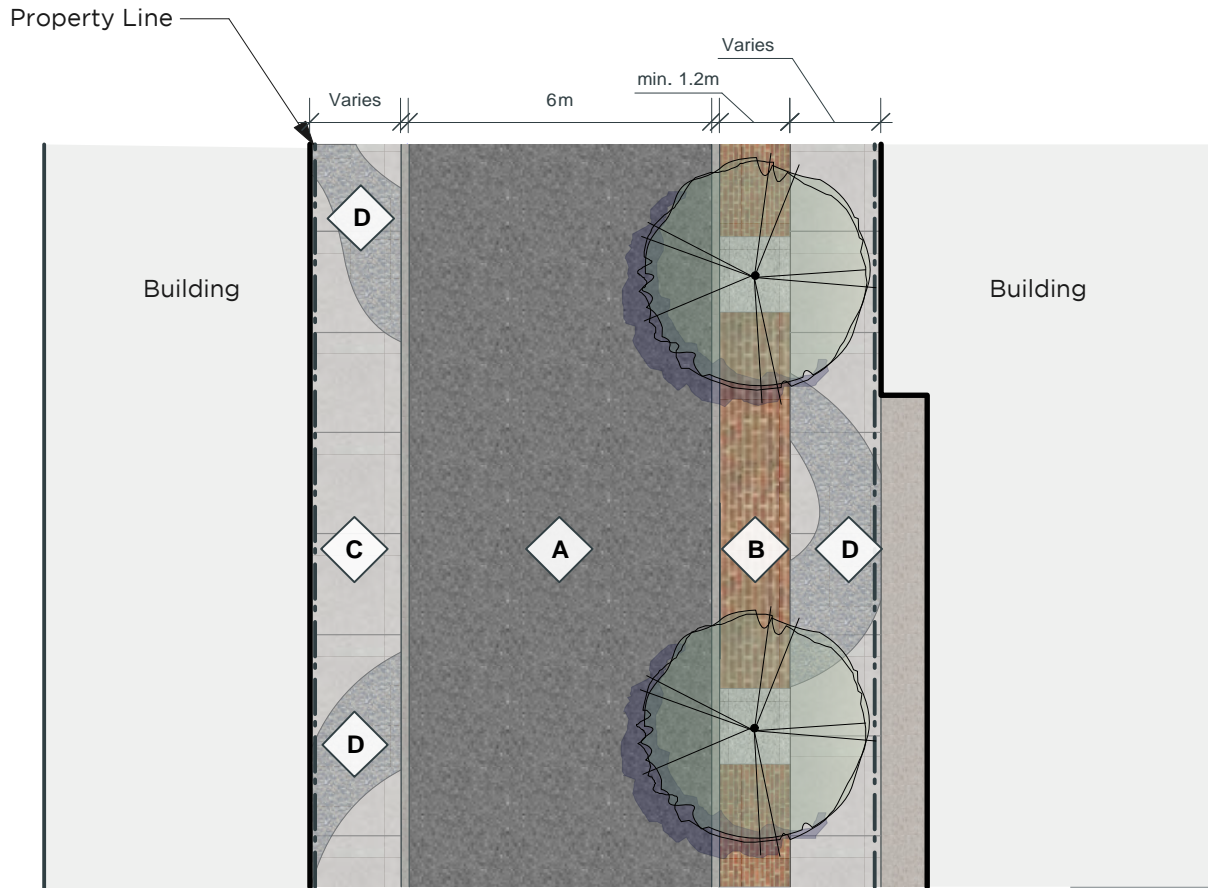
**B CAST-IN-PLACE CONCRETE**  
City of Vancouver Standard  
**Surface materials:** concrete (broom finish, no trowel edge).

**C CONCRETE BAND**  
**Size:** 0.3m.  
**Surface materials:** concrete (broom finish, no trowel edge).

**D PRIVATE PROPERTY**  
**Size:** varies based on property width and setback from property line.  
**Surface materials:** can be concrete (broom finish, no trowel edge), stone pavers, concrete pavers and clay pavers.

## Laneway Detail

### Watson Street



- A PERMEABLE OR STANDARD ASPHALT and/or CAST-IN-PLACE CONCRETE**

City of Vancouver Standard

- B BOULEVARD**  
**Size:** recommended 1.2m wide min.  
**Surface materials:** clay pavers (1 1/4" x 3 1/2" x 7 1/2").  
**Installation:** mortar in place on concrete base.

- C CAST-IN-PLACE CONCRETE**  
 City of Vancouver Standard  
**Surface materials:** concrete (broom finish, no trowel edge).

- D EXPOSED AGGREGATE CONCRETE WITH HAND SEEDED GLASS NUGGETS**  
**Size:** recommended 1.8m wide min.  
**Surface materials:** exposed aggregate concrete with glass nuggets (saw cut control joints, hand seeded with tumbled blue glass).





#### 4.4.4 Public Realm Furnishings

The following are samples of potential furnishings for the Mount Pleasant public realm. They include both City of Vancouver standard elements and custom fabricated works that would add to the unique character of the neighbourhood. It is recommended that these two distinct element types be employed in combination with one another to reflect the eclectic nature of Mount Pleasant.

##### 1 Bench – City Standard



City of Vancouver catalogue bench

##### 5 Bike Rack



City of Vancouver Standard  
Colour: Silver

##### 2 Bench – Community Project



Custom benches with a creative, artsy character. Benches should not be standardized. May take on various forms, sizes and configurations. Seating elements to incorporate both metal and wood components in a durable fashion.

##### 6 Bike Pump/Repair Station



City of Vancouver catalog bike pump and repair station.

##### 3 Bench – In New Development Adjacent to Public Realm



Custom and/or catalogue benches with a creative, artsy character. Benches should not be standardized. May take on various forms, sizes and configurations. Seating elements to incorporate both metal and wood components in a durable fashion.

##### 7 Drinking Water Feature



City of Vancouver Standard  
Colour: Black

##### 4 Trash Receptacle



City of Vancouver Standard  
Colour: Silver

##### 8 Markers and Wayfinding



Custom markers and wayfinding with a creative, artsy character. May take on various forms, sizes and configurations. Markers and wayfinding elements to incorporate durable materials such as metal, steel and wood.

#### 4.4.5 Lighting

The following are design guidelines to direct future lighting elements throughout the Mount Pleasant neighbourhood. The community is divided into seven distinct zones based on programming and character, each with unique design criteria. Within each lighting zone, subtle variations are proposed to help instil a sense of place while contributing to the overall ambience of Mount Pleasant.

The Public Realm Plan recommends that further improvements be carried out to achieve the following goals:

- Provide consistency for street light fixtures.
- Retain the most recently installed fixtures wherever possible.
- Ensure light levels meet required safety standards.
- Aim to use the most energy efficient light sources (such as LED) where possible.
- Replace older HPS luminaires (yellow light) with newer LED lights (white light) where possible.
- Consider decorative and unique pedestrian and overhead lighting.
- Facilitate community expression by means of posters, banners, hanging baskets on pole fixtures, etc.



Pedestrian light, banner and basket on Main Street



Designated area for posting community flyers and posters on Main Street

#### Heart of the Community

##### Intent

- Distinguish precinct as the community “Heart”.
- Allow for varied and creative expression.
- Announce public gathering.
- Reinforce artistic nature of commercial signage.
- Showcase historical heritage assets.

#### Main Street – 2nd to 7th Avenue

##### Intent

- Announce “processional” route of Main Street.
- Reflect the commercial and industrial character of the neighbourhood.
- Acknowledge and respect important sight lines and view corridors.
- Reinforce prevailing topography.

#### Main Street – 10th to 16th Avenue

##### Intent

- Ensure consistency with vintage character of existing fixtures.
- Consider and complement vibrant nightlife lighting in this area.
- Introduce linear features on both sides of Main Street.

#### Broadway and Kingsway Arterials

##### Intent

- Reflect the commercial nature of these major arterials.
- Harmonize aesthetic with streetscape amenities, transit infrastructure, etc.
- Help to define corridor in terms of mixed use, take focus away from cars.

#### Laneways

##### Intent

- Low level lighting to maintain sense of privacy while fostering sense of security.
- Encourage lighting within properties along lane edges.
- Illuminate special places and features.

#### Greenways

##### Intent

- Low level lighting to respect residential nature.
- Ensure sufficient lighting levels for pedestrians and bicycle routes.

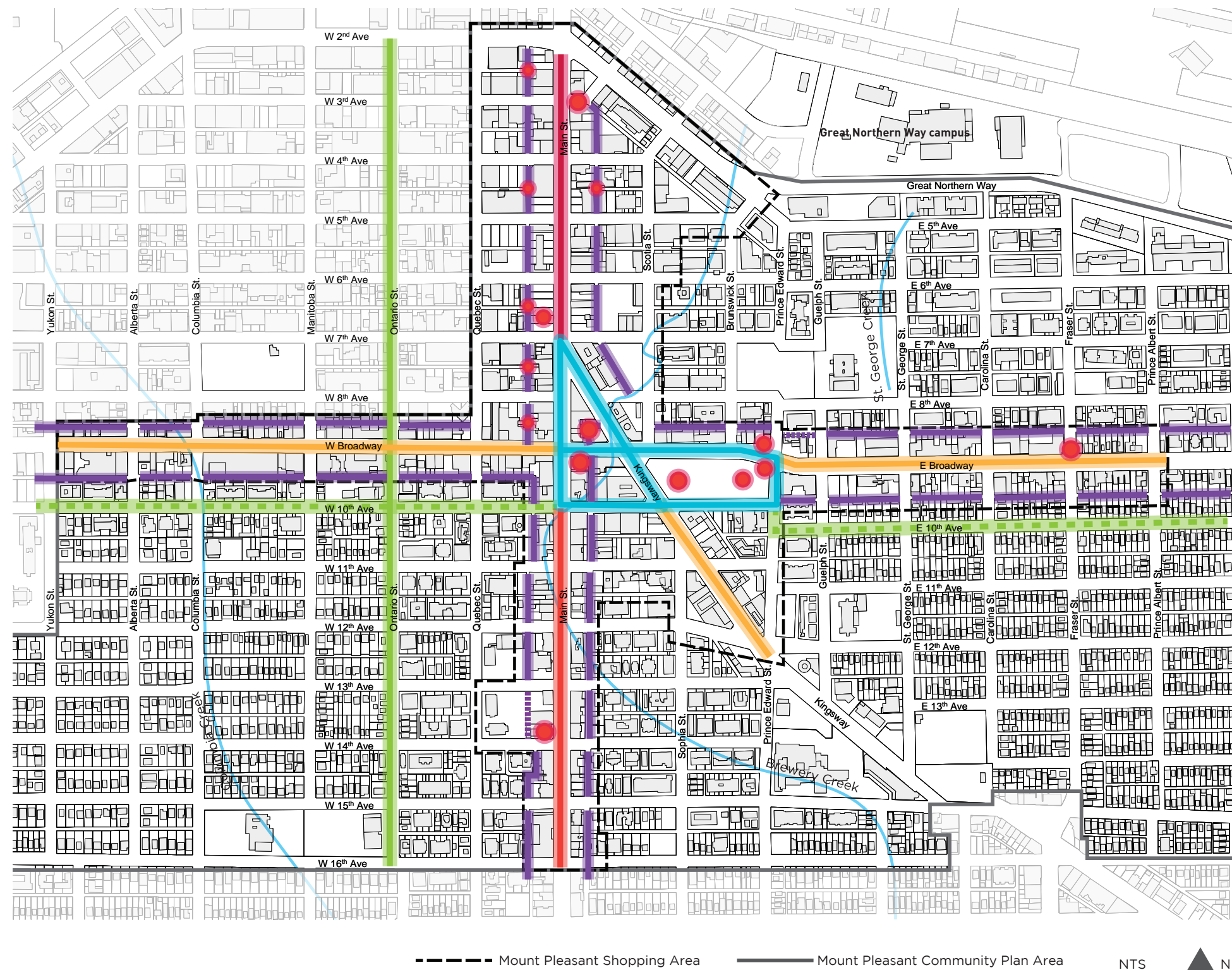
#### Potential Plazas and Special Events on Laneway

##### Intent

- Adaptable to accommodate a wide range of programming.
- Consider custom fixtures, artistic lighting installations, etc.
- Encourage public interaction with light elements.



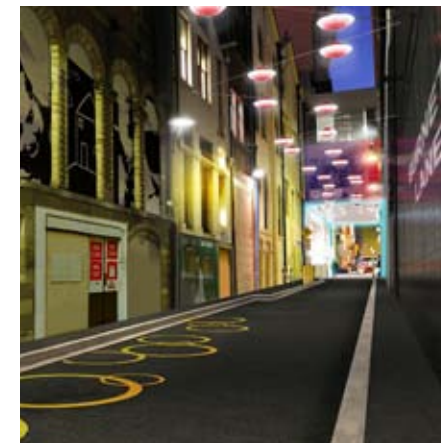
## Lighting Zones



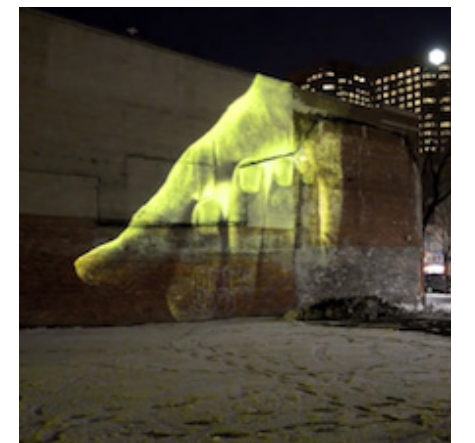
### Legend

-  Heart Of the Community    
  Main Street - 2nd to 7th Avenue    
  Main Street - 10th to 16th Avenue    
  Broadway and Kingsway Arterials    
  Laneway    
  Ontario Greenway    
  Future Midtown Greenway
-  Potential Plaza and Special Events on Laneway

## Examples of Lighting Installations



Burnett Laneway  
Melbourne, Australia



Art Installation  
Montreal, QC



Martin Creed's Light Artwork  
Vancouver, BC



Quartier des Spectacles  
Montreal, QC



Light Installation by Okra Landscape Architects  
Utrecht, Netherlands  
Photo: Okra Landscape Architects



It Happens At Night by Mark Clintberg  
Western Front – Vancouver, BC, 2013  
Photo: Caitlin Jones



