

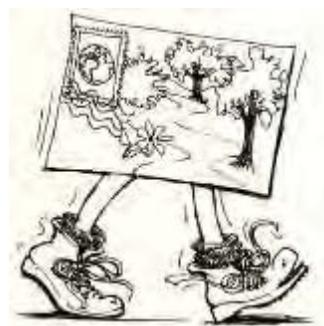
PUBLIC REALM DESIGN & ACTIVITY in Mount Pleasant – APRIL 2013 report



**Feedback on PWL's
Draft Design Elements**

**Mapping of Local
Circulation Patterns**

**News of
Community Actions**



April 13, 2013 Workshop Report – PART TWO

for community stakeholders, PWL (landscape architecture consultants) and City of Vancouver

Produced with the support of the Mount Pleasant Neighborhood House
by *Weaving Policy, People and Place Together* facilitator Sylvia Holland

Thanks to all whose time and attention nourished fruitful exchange towards a lively public realm that serves many beautifully, and thanks to everyone who continues to create it.

This stakeholder engagement process was facilitated by the Mount Pleasant Neighborhood House with support from the Real Estate Foundation of BC and the Vancouver Foundation, for the benefit of community members, City planners and engineers, and other design consultants.



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Synopsis

The concepts embedded in PWL's draft work resonated with Mount Pleasant community members. Workshop participants were enthusiastic . . . and also highly pragmatic in their response.

The proposals won majority support from attendees. The plan is hitting the mark with what community members would like in their future. A key concern was that the movement, all in the right directions, simply didn't go far enough.

"Longer green fingers" (in lane enhancement), strengthening circulation between neighborhoods and not just Mount Pleasant loops, extending the community mosaic of public art beyond the triangle heart where Main, Broadway and Kingsway meet; considering the natural landscape with reference to birds and other habitat (not creek history alone), pushing the "business signage as public art" into fast-track support with permit approvals and fiscal incentives for such innovative design investments by small businesses, putting more attention on Watson Street development in the pedestrian network . . . these were some of the ways in which local stakeholders said "play it out further."

Overall, with affirmation that the directions all make sense, the interest is in "seeing a clear proposal now for how the transition can happen," understanding better the financing of all the proposed changes, and having action priorities clear, as well as quick movement on the least costly of creative moves.

Hot topics in this mid-April review were making the arterials more walkable ("not ghetto-izing Broadway," considering bump-outs in the wide avenues intersecting Lower Main to add mini-plazas or more green, etc.), putting more focus on design directions that will guide existing and new businesses in specific contributions to the public realm, leaning towards separating pedestrian and cycling networks to a greater degree, and strengthening inter-neighbourhood connectivity. A key concern is pedestrian and cycling routing across Great Northern Way Campus, across the rail tracks, and northward to Strathcona, Gastown and the viaduct/Downtown. Enhancement of a pedestrian route between Main and Commercial Drive, another important shopping district for residents, is also a perceived need. Clarifying the strategy for establishing and sustaining a "community mosaic of public art" was called for. So too was embedding some recognition in the public realm of Aboriginals' considerable presence, heritage, and arts and culture in the area.

The road art proposed for mid-block crossings and as a possible way of distinguishing shopping areas won high praise at first. Dialogue led to the resolution that textured treatment at roundabouts and mid-block crossings was preferable to painted treatment alone. There was also a call for a unifying mark that would apply to all shopping districts in Mount Pleasant—if not in the road art, then through lighting, banners, or some other design element. Canopy protection over sidewalks and other open spaces, amenities that support exchange of local information, and stronger combination of function and art (in bike racks and/or seating as well as signs) were requested.

Recommendations are included in each of the eight sections (divided by hot topic).

The workshop closed with multiple presentations from community networks: Livable Laneways Society, the St. George Rainway group, an affiliated researcher exploring the impact of place-making (with green infrastructure) on the overall resiliency and capacity of a community, and various action teams working in the East Broadway revitalization area. These speakers, film clips, and slide presentations were also received with high interest and positive feedback on evaluation forms.

Purpose of the Workshop

March 7th Lead-Up: Progress in Part I

A diverse group of community members met for both parts of the workshop, and in Part 1 on March 7, the participants began by comparing perspectives on the foundation for Mount Pleasant’s public realm design, namely its identity as a neighbourhood. The groups began by answering the question, “Does each of the four shopping districts of Mount Pleasant have a *distinct* identity?”

A second aim was to gather local knowledge of valued places in or near each shopping district and to map these “sweet spots.” The maps then illustrated what matters to community members in their public realm experience—day or night, weekday or weekend. Neighbours’ stories were solicited along with the maps, to help reveal more of the distinctive character of Mount Pleasant.

A third aim was to better understand locals’ walking routes. Again using maps showing the green spaces in the neighbourhood, community members identified the route they preferred for connecting those spaces and also marked how they would enhance their green circuit. (Multiple maps resulted from this activity).

The reason for beginning with shopping districts is that this is the *primary* focus in the public realm design that the City of Vancouver has commissioned from a landscape architectural firm (PWL Partnership), and PWL sought more local insight for their team’s design work.

Click this link for the [Part 1 report of community input on March 7](#). An outline of its contents is also included in Appendix 1 of this report.

Part II

In a follow-up workshop—**Part 2 on April 13, 2013**—PWL’s emergent design recommendations were reviewed with community members. This document summarizes community feedback.

The intention of the Part II workshop was to identify aspects of the Mount Pleasant Public Realm Plan that reflect some city-wide consistencies – and to identify other elements that are *distinctive to* Mount Pleasant.

Opportunities for customizing spaces or amenities in the public realm through local stakeholders’ involvement were also explored.

In addition, community presentations highlighted local activities that are already influencing the distinctive nature of the public realm in Mount Pleasant. The relevance of these activities to neighbourhood well-being, from various perspectives, was explored. Both long-term goals and short-term opportunities for others’ involvement were communicated.

Further exploration of frequent walking routes, and the reasons for taking those particular routes, was also part of the April 2013 workshop. Results of that mapping by many community members are now being used by PWL (the City’s design consultants) to strengthen recommendations on proposed enhancements of pedestrian and cycling routes through Mount Pleasant. See Appendix 3 for a look at the maps.

Summary of Professional Design Work

- The PWL Partnership team (landscape architects/designers/technicians) prepared six maps of Mount Pleasant and, for perusal before the workshop activities, seven presentation boards. A spoken presentation by Derek Lee was accompanied by illustrated concepts with precedent examples from other locations. This April 13 presentation was one of emerging concepts: i.e., draft work.
- The presentation boards and maps will be presented again to the general public on April 27 during a City-hosted Open House event.
- The six maps—see details in the PWL presentation—focus, respectively, on the following:
 1. **Public Open Space – Parks, Pocket Parks, Plazas, Boulevard Parks** – existing and proposed
 2. **Enhanced Pedestrian Network** – including proposed laneways to enhance, potential mid-block crossings, proposed boulevard parks, and target areas for reinforcing connectivity across Great Northern Way
 3. **Emerging Concepts for Public Art / Community and Culture Celebration** – including potential gathering spaces to enhance, proposed “public events roads and laneways closures,” potential spaces for temporary public art and performances, potential permanent art sites, a possible “heart of the community” mosaic, and proposed area in which to encourage imaginative business signage as public art (relaxation of signage by-laws)
 4. **Historical Celebration** – an inventory of heritage elements of the landscape, with marking of a proposed St. George Rainway and there (on St. George) and elsewhere in the neighbourhood, proposed creek commemoration sites with “opportunities to celebrate the water”
 5. **Cycling Network** – including existing local street bikeways, painted bike lanes, separated bikeways, and also potential future bike routes (east-west, north-south, and along Kingsway)
 6. **Green Canopy** – the existing “Great Street Tree Network,” partial and sporadic street trees network, and existing parks.
- **The [maps and the rest of the slide presentation](#) can be viewed online by clicking this link.**
- Further design work will be completed by PWL before a second Open House event that City planners have scheduled for June 15.
- Ongoing consultation between the professional design team and City of Vancouver staff (planners, urban designers, engineering staff, etc.) is part of the design process.
- Following the June 15th Open House, City staff will review both the work of commissioned designers and also the community input as they complete their recommendations to Council.
- October 8, 2013 is the target date for City staff to present the Public Realm recommendations to Council.

Community Contributions in the Design Process

- In the April 2013 workshop session hosted by the Neighbourhood House, participants included residents from all quadrants of the neighbourhood. During the opening, individuals stood, in turn, to indicate the specific sub-area in which they live (or where their business is based), revealing a balanced distribution from across Mount Pleasant.
- As with Part 1, participants also included community service providers, local business representatives (principally through representatives of Kingsgate Mall Merchants Association and the Mount Pleasant Business Improvement Association), community relations liaison from Great Northern Way Campus and also (as observers) the owners/developers of Kingsgate Mall, and people representing numerous volunteer organizations (Mount Pleasant Implementation Committee, advisory group to the City on implementing the Community Plan; Green Streets corps, The Drift and Mount Pleasant Artists Society, St. George Rainway, False Creek Watershed Society, Livable Laneways, Projects in Place, etc.).
- Approximately half of the 61 participants on April 13th had also been part of the earlier workshop on March 7 (80 registrants in Part 1)—meaning a core of continuity, while simultaneously welcoming fresh eyes and the local experience of others.
- Besides participating in this two-part workshop series with design consultants hired by the City, many Mount Pleasant community members have been contributing in recent months through other workshops and collaborative endeavours to consider opportunities and investments in the public realm. See Appendix 2 for more detail on inter-related activity.

Related Documents – See Appendices 1 and 2

Implementation of Design Recommendations

- **Timeframe:** Mount Pleasant planner Joyce Uyesugi (City of Vancouver) emphasized that the public realm plan commissioned by the City from PWL (design firm) is intended as a framework to guide development over the long term and will be implemented “as opportunities arise **over the next 30 years.**”
- **Realizing the vision will involve the joint efforts of:**
 - *City of Vancouver staff*—through the efforts of development and rezoning planners, the engineering department, parks staff, et al
 - *Property developers*—responding to the approved guidelines for this neighbourhood
 - *Community members*—for example,
 - collective street beautification efforts of the *local Business Improvement Area*
 - other *business owners’* actions such as investing in signage that is a form of public art, improving the lane frontage of their operations, etc.
 - projects of other *volunteer organizations* such as the St. George Rainway coalition, Livable Laneways Society, Green Streets volunteer corps, etc.
 - other efforts of *individual residents and property owners.*
- **Financing of proposed public realm improvements,** City staff explained, will be through a combination of:
 - Capital budget allocations
 - Contributions received by the City from private sector developers – revenue through Development Cost Levies (DCLs) and Community Amenity Contributions (CACs) made as various properties are (re)developed, site by site, in the area
 - Developers also financing some physical improvements directly, i.e., contributing to public realm enhancements as part of their approved development plans for a given site.
- At this first review of PWL’s draft work for the City, listeners received no detailed information on financing strategy, perceived priorities for implementation action, and/or phasing of the plan.
- The City’s planner noted two municipal programs that will help with selected aspects: i.e., *Pavement to Plaza* (Engineering Dept.) and *Streets to Parks* (Parks Board).

NOTE:

Development Cost Levies (DCLs) are charged on any new development that occurs in the City and are determined by the size of development. These augment the capital budget. DCLs are used to pay for parks, child care, non-market housing and engineering infrastructure. They are limited in how they can be spent. For the City-wide DCL, revenues are allocated into the following public benefit categories: Parks (41%); Replacement Housing (32%); Transportation (22%); and Childcare (5%).

Community Amenity Contributions (CACs) are negotiated during Rezoning, as part of the planning considerations in a rezoning, and they are used to pay for a wider range of amenities and public benefits than are delivered through DCLs. (Note: The applicant makes the Community Amenity Contribution, but it is the City’s Public Benefits Committee who directs applicants as to appropriate benefits for particular sites. It is then Council’s decision on the suitability of the proposed benefits.

Community Concerns about Implementation

- Community concern was expressed that there is “not enough density and development activity at the moment **to support and fund the infrastructure proposed.**” (The City planner had indicated that implementation would occur “largely through development.”)
- Others liked the “ambitious” nature of the plan but noted on their comment sheets that there “needed to be more guidance for new development (private land) so that new fabric would integrate well with the existing fabric shown.”
- Feedback from community members about what is missing and important included a call for “a proposal to **illustrate quickly the transition (the “how”) from existing conditions to a future state.**” Elaborating on this need, a participant wrote:
 - “To generate and benefit from meaningful insights, participants need to be exposed to this information quickly and insightfully. ... [This is] essential to advance a comprehensive engagement of all walking into the room.”
- In addition to other questions raised about specific aspects of the emergent design (see Appendix 4) a further query received in summary feedback forms was:

“If tax increase is needed to implement this plan, will this be put to a vote?”
- Workshop participants accepted the clarification from municipal staff that the current design work commissioned from PWL Partnership has, contractually, been limited largely to public realm enhancements *in the shopping districts* in Mount Pleasant. Nonetheless, workshop input showed that their **appreciation of “public realm” extends across the whole neighbourhood.**
- Community members noted **a need for greater emphasis on ecological heritage and wellbeing** in the neighbourhood’s public realm plan.
 - Thinking long-term, a “7 Generations ahead” perspective
 - Paying more attention to the benefits of access to nature—its restorative value for humans, especially in urban settings
- **Plans for car traffic changes on St. George Street are wanted.** Is there a traffic plan change anticipated as part of the Rainway project? St. George access is important to two residential areas: between Broadway and 12th Avenue, and also between 12th Avenue and Kingsway.
- **How to manifest and integrate the public art proposed** (for example, the idea of a community mosaic in the triangle heart): this is also a topic on which community respondents propose more discussion.
- **Other community guidance** on implementing proposed public realm enhancements can be found **in the Recommendations / Discussion section following the summary of specific Hot Topics.**
- The following statement—penned on a workshop evaluation form on April 13, 2013—captures both the **positive and practical mood of the participants** that was evident in many ways. “First of all, thank you for all of the improvements that have been introduced into Main Street already. I am a big fan of the Livable Laneways program and any initiatives to enhance laneways. I am also looking for low-cost improvements that can facilitate change quickly, which will then allow time for the bigger and more expensive improvements to happen over time.”

APPRECIATIONS—Community responses to PWL work-in-progress

On being prompted with “What’s on the mark?” community members noted these aspects of the PWL draft plan:

- **Uses:** the street uses; bike routes; spaces for pedestrians; marking bike and pedestrian routes; the walkways; links to South East False Creek and to Great Northern Way campus; more intensive use of existing public space by converting streets to parks, adding parkettes, lane enhancement.
- **“Taming the streets”**—making many routes more pedestrian friendly; recapturing space for more walkways and bikeways. More potential for block and street parties.
- **Outdoor spaces for social gatherings:** reclaiming some of the parking spaces as public spaces; turning some parking spaces into green spaces; plazas on Main & Broadway; opportunities to gather outside, on the street or elsewhere outdoors “because it doesn’t happen as much here as elsewhere in Vancouver.” “The variety of public gathering areas in bringing people outside and together.” Community members like spaces such as Parallel Park beside JJ Bean (14th and Main). Also like the idea of a plaza with artist studios on the edges—the “concept of art/production” spilling out to the street. Liked examples given of open rooms, tree canopy ceilings, vacant lot use, new plaza at Fraser.
 - But want some covered spaces. “Need canopies in public gathering areas.”
 - Cover the transit plazas. “This is important because we need to continue to encourage people to use transit over cars. I depend on transit and am used to getting wet, but notice that for others it is a big deterrent.”
 - Need some covered spaces that will support performances as well as other gatherings.
- **Movement up /down Main Street from the heart**
- **Laneway treatment overall;** laneways being better utilized (for walking, biking, green space). The focus on the Main Street alley (west side of Main). Laneway connectivity in the overall plan.
 - But extend it farther: need longer “green fingers” in the neighbourhood via the lanes. Young people will prosper with more attention to the lanes.
 - Laneway activation for bike route—but go deeper into neighbourhood with this idea, too.
 - Alley off 10th Avenue is well lit and feels safe—this lane is best restricted to walkers because 10th Avenue, as “a bike highway,” is not experienced as very safe for pedestrians.
 - 11th Avenue is a pedestrian route, whereas 10th Avenue is the bike highway.
 - Alley off 12th Avenue is also well lit—another good route for walkers, too.
 - Laneway revitalization as a “quieter face of Broadway.”
- **Public art potential—the community mosaic idea in the triangle “heart” of the neighbourhood**
 - Play the whole mural out farther too. (“Art in/on the street”)
 - Love the attention to public art and temporary art.
 - Like the community engagement in this mosaic of public art concept.
 - Easy to do—without taking on a lot. Invitation to creativity in the public spaces.
 - Need to provide some resources to enable residents to contribute to this beautification.
 - Liked murals at 7th Avenue and complementary additions to murals.

- Suggestion to incorporate more building murals also.
Positive reference to murals on side of Burgoo restaurant and also at Main & 17th.
- **Street markings—for street crossings.** Circles really interesting for crossing markers.
Appreciate the mid-block crossings. These artistic ideas feel welcoming and also encourage safety.
 - Mid-block crossing “circles” liked: “unique and artistic intervention”
 - Instructor for the visually impaired, and friend of wheelchair user, sees the proposed street crossing treatment [show image] as “easier to see”



- **Like the idea of distinct character markings** for different shopping districts (e.g., street crossings ideas—road art), **but see a need for at least one unifying mark** and also some common language (as in banners, lights)
- **Parkettes / parklets, street markers (to highlight pedestrian crossings), and community mosaics** – noted by some as the **elements having “the greatest positive impact”** because these are quick and easy implementations, and add functionality, too, for pedestrians and cyclists
 - Maintain public-private transition.
 - Parkette (including boulevard parklets) seen as “nice new form.” Appreciation of enhanced boulevard plantings mentioned several times.
 - Pocket parks seen as “great because many people are not able to go to parks further away and when walking, it is nice to get to enjoy some greenery.”
 - Street-to-park conversion also liked. Appreciation on several individual feedback forms for proposed pocket park at Fraser and Broadway and also one at Main and 3rd Avenue.
- **Traffic circles** “are beautiful, too, and add safety for people with disabilities or visual impairment.”
- **Starting discussion on ecological issues is good—but go deeper**, beyond streams, to bird habitat, etc. Dive deeper into greening and ecological enhancement of laneways.
- **Heritage layer—“historical overlay is amazing”** . . . “liked the honouring of historic creeks that ran through Mount Pleasant—if daylighted” . . . markers of historical context and saving/encouraging this context re: buildings, streams, routes . . . **“but need a deeper recognition of heritage” – i.e.,**
 - Make more use of the existing resource on [Mount Pleasant’s Historic Context](#).
 - “Last chance to save the historical context of Vancouver is in Mount Pleasant.”
 - Some public art that shows history of the area

- **Food network in the green canopy**—the idea of incorporating more fruit trees on the streets—and the combined potential of a stronger food network via the green canopy and pocket parks.
- **Bike service points along the bike routes**
- **Plan seen as “lots of charm, visual appeal—elements that would draw me to spend more time in this neighbourhood”** . . . “with great opportunities to enhance street-level vitality and activity through the interesting developments of lanes, encouragement of events, and public-infused art.” “Strong on creativity.”
- **“Intentions [of the design team] and participation [of community in the design process] are worthwhile.”** “First time hearing about this: really cool ideas with the parks/parkettes and all the laneway ideas.” “Really like the plan overall—**love the potential of the plan.**”

For reference, click here to open [the slide presentation](#) by the PWL design team



Images courtesy of PWL workshop presenters



HOT TOPICS for Local Area Stakeholders—“Need Improvement”

- **Broadway (arterial) character** – improving attractiveness and walkability of this shopping street (vs. the obvious emphasis on enhancing parallel side streets for pedestrians and cyclists)
 - “Not ghetto-izing Broadway”
 - Concern that Main gets over-emphasized as a “great street”—Broadway outshone.
 - Need to connect Main and Broadway more strongly.
 - Need to focus on Broadway between Cambie and Main.
 - Need to address how to add tree canopy on Broadway.
 - Need to strengthen vitality and appeal of Broadway East also—around Fraser Street.
- **Western-centric nature of the plan** that PWL is producing for the City of Vancouver (too little focus on the eastern quadrants of the neighbourhood)
 - For example, no acknowledgment of Glen Drive cycling route (important north-south connection) in the cycling network map
- **Ecological heritage—and the need for some wilderness experience in the city** (more than celebrating historical creek flows)
 - PWL plan appreciated for ecological potential—but seen as risking “over design.”
 - Need some messiness in the green spaces too, for more urban “wilderness” experience.
 - Need attention to more than water in ecological considerations—e.g., bird habitat.
 - Leave a space in the plan for new “wilderness intervention.”
 - Like PWL’s appreciation of “messy vitality” in the neighbourhood (and some of its industrial and other grit)—but need to have some “messy vitality” in the green space, too
- **Inter-neighbourhood connectivity—given insufficient attention**
 - Need for improved pedestrian/cycling route(s) **north-south, not only to Great Northern Way Campus, but also from Mount Pleasant to Strathcona; Mount Pleasant to Gastown.** Glen Street bike route is missing from the map as important route to GNW and beyond.
 - Main Street bike lane is dangerous for cyclists now because of the frequency with which drivers open vehicle doors from the parking lane.
 - More than “sharrows” (painted indicators of a shared lane) needed on Main Street cycling route – or else an alternative connection between Mount Pleasant (across GNW campus) to Strathcona.
 - North connection seen as weak overall: need better cycling connection to viaduct and Gastown.

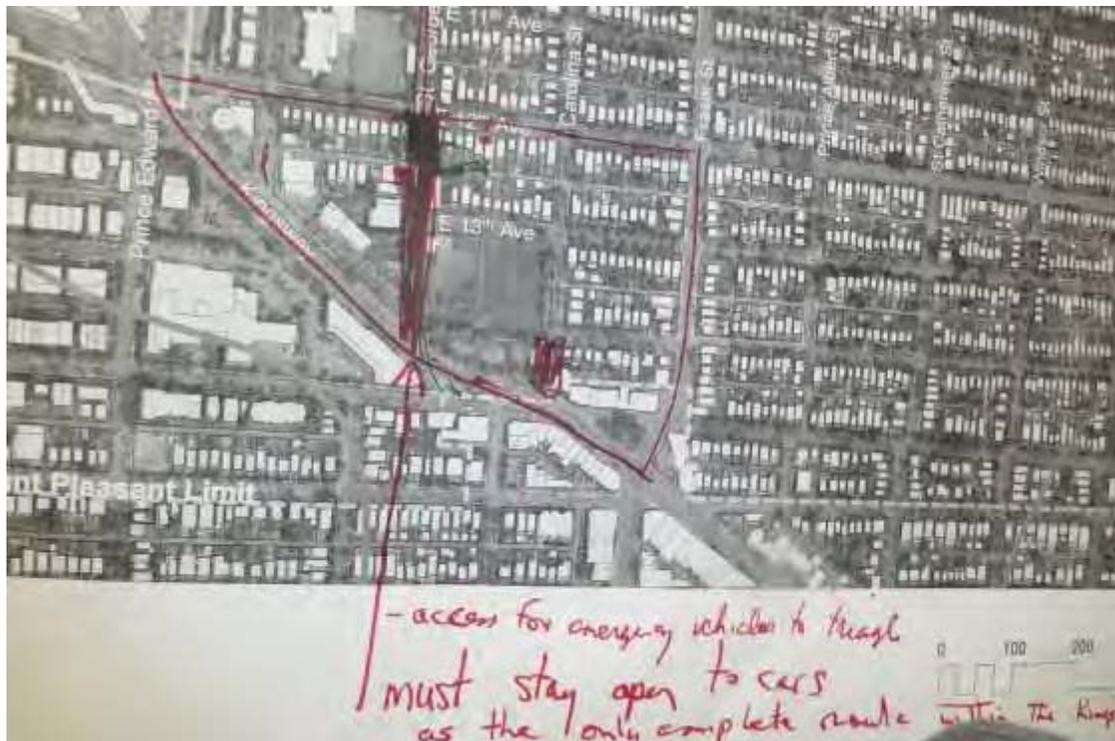
NOTE 1: This circulation issue was also raised by community members during the Urban Design Framework sessions (Broadway East, and Lower Main) led by COV urban designers on February 27, 2012, in the collaborative design sessions hosted by the City of Vancouver to engage Mount Pleasant community members.

NOTE 2: On April 13, 2013, one respondent did note appreciation for the connection from Mount Pleasant to the GNW campus, across 5th Avenue to GNW, shown in the PWL draft.

- **Stronger east-west neighbourhood connectivity also: between Main Street and Commercial Drive**, two shopping streets that are highly used by Mount Pleasant residents
 - Perceived need for design guidelines and amenity contributions for an east-west pedestrian route from Main to Commercial
- Also see **connection to the vibrant commercial / industrial spaces in the north-west** section of Mount Pleasant as **missing – and important** because people who work there could/would/should shop and eat in Mount Pleasant.
- **Proposed street crossings: road art to mark pedestrian crossings (mid-block or otherwise)**
 - Loved the artistic treatment suggested (graphic of differently sized circles, for instance, for mid-block crossings)—but further feedback showed more interest in consistency of design (to indicate “You’re in Mount Pleasant”) than interest in having every street crossing variable in artwork (or every shopping district differ in this treatment).
 - Also need to make markings, and all walking areas, be child-friendly and inspiring to children. Take into account strollers and slow walkers (aging population and many families with babies in Mount Pleasant).
 - More formalized pedestrian crossings are seen by some as essential on Main (i.e., lights at every block, at 13th, 15th, etc.) but this was a minority view registered
 - **Bump-outs recommended** at intersections of side streets off Main, reducing the crossing length in the north-south direction at each side street: this won more collective support
- **Whether to combine or separate cycling/walking routes**—e.g., when enhancing tree canopy, etc.
 - Bike routes seen as having the best tree canopies now.
 - Walking and cycling don’t have to be mutually exclusive—but at the very least, we need much better marking (of pedestrian path vs. cycling path) to make it safer for walkers.
 - See further discussion in the Recommendations section.
 - A lot of discussion includes bikeways but no one from the bike community [cycling associations and services] attended. Note the bike shops in the retail study area.
- **Inadequate attention to development of Watson Street**—which historically was a laneway hub, and which the Community Plan also notes as meriting “special site” attention
- **Feasibility / livability of the laneway proposals – and flexibility of municipal government** re: allowing commercial enterprises, for instance, to have a laneway address (and not a street front address), yet still operate legally within the neighbourhood / city
- **Nature of pedestrian amenities proposed:** strong interest was expressed in the following (more than heritage cairns)
 - **Most importantly--covered spaces** for social connection: rain protection over at least some seating areas—this is missing from the PWL plan. Plazas need some covered areas.
 - **Amenities that support (enhance) communication between community members:** e.g., local bulletin boards, especially in pocket park locations. Digital sign boards for events also. Smart-phone app connection to local news—and signage to prompt use of the app?

- **Bike racks (or other functional amenities) that are art:** combining sculpture and function, or combining other artistic expression with functionality (e.g., in bicycle racks, benches, waste receptacles, other street furniture)—integrate art with infrastructure more, including the seating designs within parkettes and boulevard parks.
NOTE: This latter interest was also part of community input during an earlier workshop (see November 3, 2012 workshop hosted by Weaving Policy, People and Place Together—Mount Pleasant Neighbourhood House on “Re-Imagining Broadway East,” which built on earlier recommendations of walking tour participants in September 2012).
 - **Create a movie wall for summer gatherings** that will foster interaction between residents; encourages families to come into public spaces. Could happen on wall of The Foundation, having people gather in parking lot to the north at Main and 7th.
 - Concern expressed that BC heritage cairns, if more created here, would require maintenance and a budget item to pay for it.
- **More practicality in the public realm design for shopping areas**
 - Seen as a “pretty” plan. “Nothing in the plan that really supports businesses.”
 - Need *more* attention to business signage.
 - Need to draw focus to historical buildings, too.
 - Also improved street signage to support business.
 - Need to build on the professionally designed murals in the area. “Please involve professional artists in the neighbourhood. Murals designed by children or non-artists would look out of place. The involvement of professional artists in mural work is important to support businesses.”
 - “If signs as public art is also an idea that the community supports, then why not provide grants to businesses to help them redesign their signage and provide support to help them get through the City sign permit process.” Fast track or otherwise facilitate approval of these “public art as signs.”
 - Not enough emphasis on how to attract more traffic to the business districts.
 - Need specific attention to revitalization of the East Broadway shopping area.
 - **Set standards of quality** for newcomers to Mount Pleasant to uphold.
 - **Directions for semi-private / semi-public spaces in new development**
 - Need clear guidelines for effective development of this aspect also
 - **Heritage recognition**
 - No inclusion of the Aboriginal history, art and cultural influence, and presence here.
 - Mount Pleasant was historically important to First Nations. It is also now the 3rd largest concentration of First Nations people in Vancouver. Need reflection of Aboriginal heritage in the public realm, too.
 - **Idea of creating a public space “to celebrate women, men and families”** so that there is more focus on creating healthy *communities*.
 - **Wheelchair access** – need effective transitions to raised surfaces

- **Attention to transit-oriented development**—see a need to look more at T-O-D impact on the heart of the neighbourhood with overlay of transit-oriented development at Main/Kingsway, Main/Broadway
- **Skytrain station locations – impact on activity and pedestrian circulation**
 - VCC (Vancouver Community College) to Clark
 - Great Northern Way station
 - Kingsway/Broadway/Main node
- **St. George Street—from Kingsway to 12 Avenue:** This section must stay open to emergency vehicles (access to triangle); must stay open to cars as this “side” of the triangle is part of the only complete route *within* the Kingsway / 12th / Fraser triangle.



NOTE: All maps, with all notations made during the workshop, have been delivered to the PWL team of landscape architecture consultants to inform their next stage of design work for the City.

Other observations regarding interests and issues raised

- **Parks and plazas** were not a “hot topic” for participants in the April 13, 2013 workshop. PWL landscape architects showed a map that included:
 - (a) proposed new pocket park locations
 - (b) “boulevard parklets” as a consistent partial-block feature on all side streets running east or west off Main and also . . . running north and south off Broadway at in the shopping districts
 - (c) SIX proposed locations for small neighbourhood plazas plus
 - (d) street-to-park conversions (with Parks Board funding potentially) and pavement-to-plaza conversions (with Engineering Dept. funding potential) in another two locations.

These maps were available at every table throughout the workshop.

Why community members did not specifically respond to these recommendations is not known.

Possible explanations include:

- they supported them (and felt no further comment necessary)
- they did not register the recommendations (because maps held a lot of detail and there were also multiple maps at each table, showing different aspects of proposed enhancement)
- maps shown as slides were hard to read from many locations in the room, given the scale used by PWL and the complexity on each map)
- they simply did not have time (given higher importance they placed on other discussion topics).

When the large group of participants broke into smaller circles, with each of the smaller dialogue circles focused on a particular hot topic, the lead designer for PWL proposed that one group discuss parks and plazas further. That discussion space was established (with facilitation support available) . . . but no participants chose to gather there. (One workshop participant noted “plaza connecting Jonathan Rogers Park to Broadway” as the design aspect s/he most wanted to talk about . . . but did not move later to join a discussion group on parks and plazas.)

To gather community feedback on this particular aspect of the PWL plan,

it could be useful for municipal planners to include a specific question on the community comment forms used during the intended June 15th (2013) Open House – and/or the earlier April 27th (2013) Open House to be hosted by the City of Vancouver -- when presentation materials on the proposed Public Realm Plan for the neighbourhood are on display for the general public again.

Additionally, or alternatively, community members can review the draft PWL concepts for Mount Pleasant (see Appendix 3) and then send comment via e-mail, fax or regular mail to City of Vancouver (attention: Mount Pleasant planner Joyce Uyesugi joyce.uyesugi@vancouver.ca). The hyperlink in Appendix 3 leads to all of the maps produced by PWL designers as part of their draft public realm plan for the neighbourhood. The hyperlink also leads to other visual information: i.e., relevant examples from elsewhere, plus imagined possibilities for selected sites in Mount Pleasant.

- **Not all areas of the Mount Pleasant neighbourhood are seen as appropriate for more greening:** active industrial areas may not allow the approach proposed in other parts of Mount Pleasant.
- **Also on individual comment sheets: visual permeability and pass-throughs** as “the design aspect most wanted to talk about.”

RECOMMENDATIONS / DISCUSSION of Hot Topics

Section 1: Arterial Walkability (Broadway, Main)

Recommendation 1: Add SEATING.

- Small, movable arrangements or more permanent arrangements
- May be attached to a business—or not
- Add more installations like Parallel Park, designed and built by local resident/landscape architect Travis Martin (with materials/build support from the City’s VIVA program and, later, corporate support from JJ Bean to maintain the amenity).
- On Broadway, must be on the north side to catch the sunlight
- On the south side of Broadway, wrapping around corners would work—locating the seats on the north-south side street, very close to Broadway

Recommendation 2: Using GREEN BUFFERS.

- Leave parking spaces on the road—but add a green buffer between the road and sidewalk to make it feel much quieter and safer for pedestrians.
- Need permeability between parked cars and businesses: pedestrian openings in the green buffer.
- From whatever small spaces we can eliminate parking, claim more green space.
 - where off-street parking exists (for instance, off lanes)
 - on a temporary basis when there are special events, also reclaim more “parklets”

Recommendation 3: SOFTEN the CURB.

- As at Granville and Nelson
- Create shallow curves only, to indicate parking space.

Recommendation 4: BULGE-OUTS on east/west side streets off Lower Main

- Take advantage of the really wide existing side streets (see scenarios 1 and 2 on next page sketches) and do big “bulges” into the intersections (for greening).
- Or narrow the streets at these intersections to create mini-plazas by also taking over some parking spaces on Main Street.

Recommendation 5: Some COVERED SPACES for rain protection

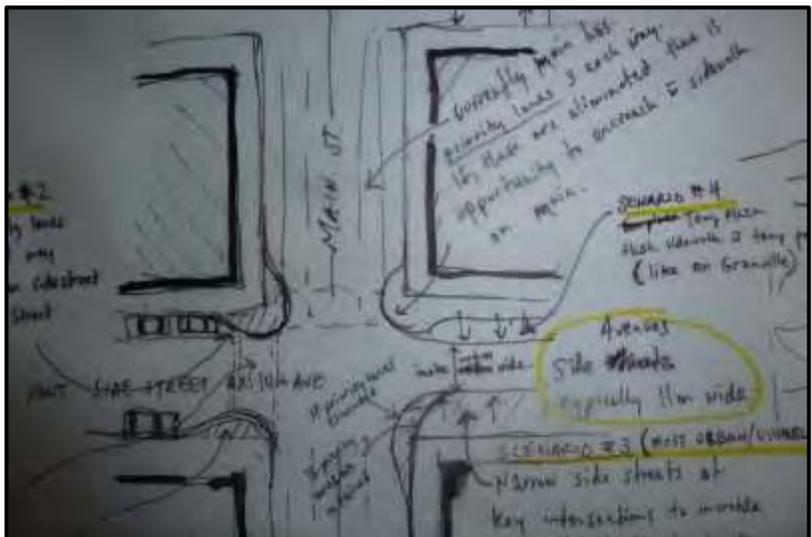
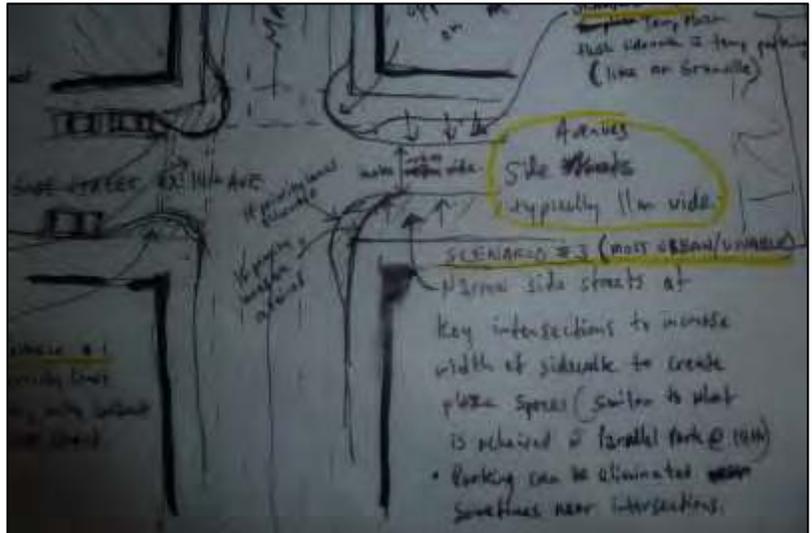
- Want some canopies / awnings / rain protection of some sort: how does this happen?
- “How do you standardize this requirement?” wondered community members.
 - By policy, making it a business responsibility?
 - By embedding various options (together creating a standardized package of choices: dimensions / materials / etc.) from which architects can choose?



NOTE:

All maps, with all notations made during the workshop, have been delivered to the PWL team of landscape architecture consultants to inform their next stage of design work for the City.

Main Street “bump-outs” recommended on the wide side streets



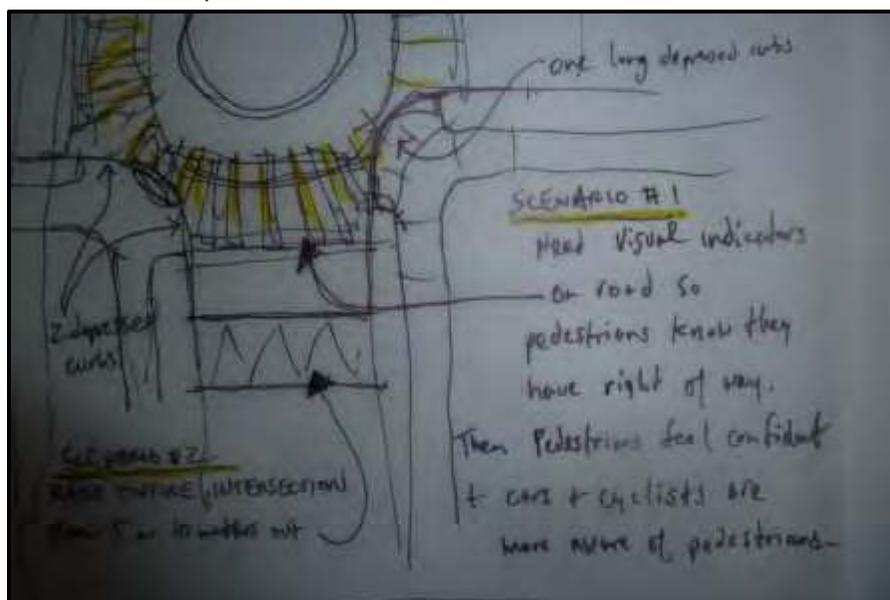
Recommendation 6: BIKE CORRAL on side streets instead of bike racks on the sidewalk – so as not to impede pedestrian flow

Recommendation 7: Higher number of PEDESTRIAN CROSSINGS—on Main Street

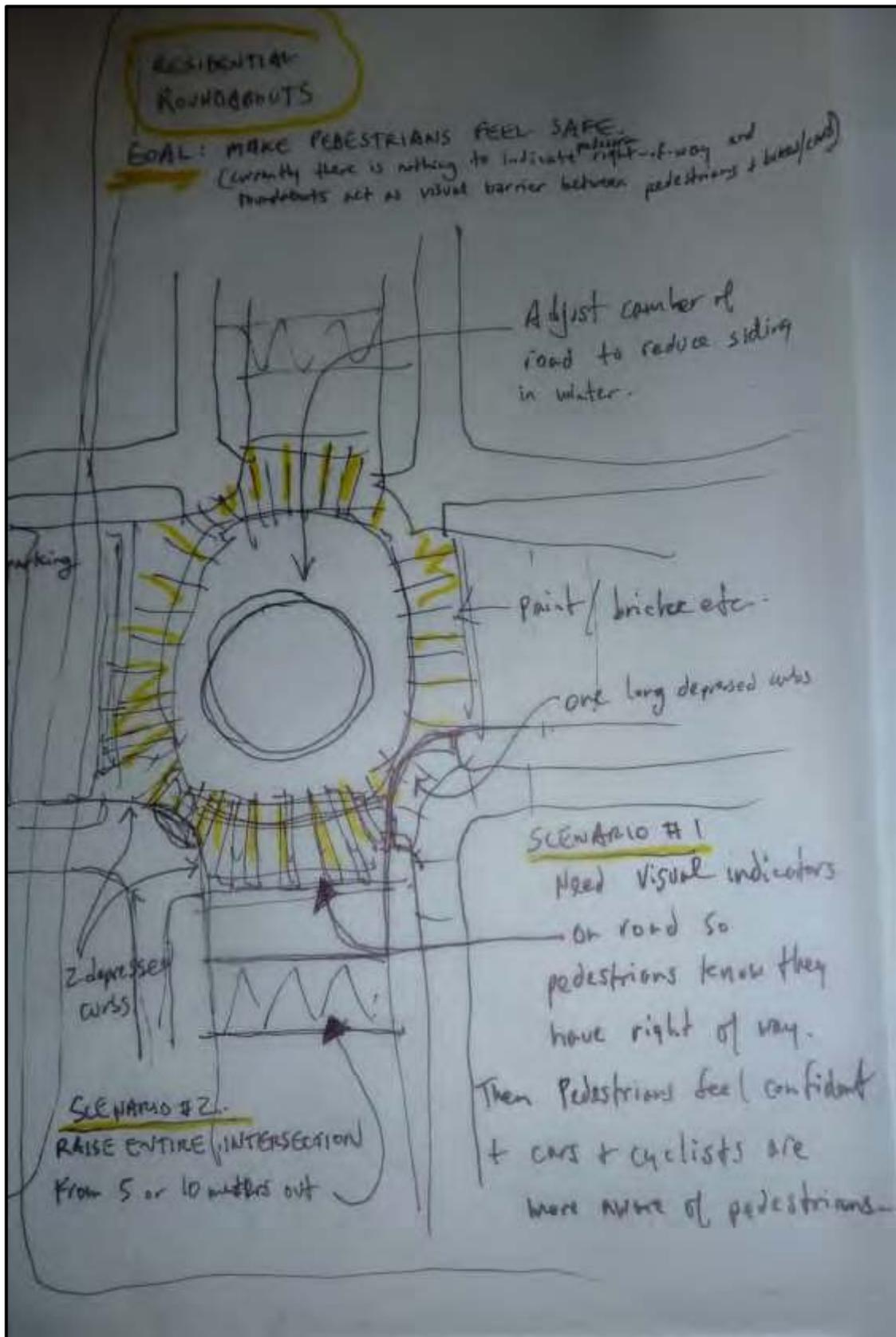
- Lessening the “big gaps” between existing traffic lights—and adding pedestrian lights or other crossing indicators at 11th, 13th and 15th Avenues, for example
- In high traffic areas, also create railings a foot from the road—to prevent jaywalking and bikes crossing in dangerous areas.

Recommendation 8: Some “EQUAL RIGHT OF WAY” intersections

- See scenario in the sketch below and also on the next page: expansion of the roundabout idea.
- Borrow this practice from the Netherlands, where stop signs were taken away in small intersections and areas with substantial degree of residential development.
- Current roundabouts in the neighbourhood are experienced by community members as “working best for cyclists—but not for pedestrians.”
 - Roundabouts of any design should have a pedestrian marking on the street so that pedestrians (and all road users) know that pedestrians have the right of way.
 - Add perimeter markings or crosswalks of some sort.
- Need prevention for “rolling stops”: might be continuation of sidewalk pavement or some colour or a bump to prevent cars from turning right when pedestrians are at an intersection.
 - E.g., stone gutter, colour code, or pavement change to remind vehicle drivers that pedestrians have the right of way
 - Such calming circles should address the “sliding” in winter, locals suggested. With a raised edge, for instance, a gentle curve bumped out into the intersection, car drivers and cyclists who slide into the corner would hit this curb.



Recommended intersection treatment at intersections of Main and side avenues:



Recommendation 9: Require PERMEABILITY (for walkers) when approving NEW BUILDING developments.

- At Kingsway and Broadway, create a pass-through to enable pedestrians to cross through rather than having to walk around.
 - For example, where Our Town café is. Can the Watson Street lane be extended?
 - Can the same action be taken on other sharp corners?

Recommendation 10: Add UNDERGROUND MALL and WALKWAYS with SUBWAY development.

- Sidewalks on Broadway are not wide enough to absorb additional pedestrian traffic if/when Skytrain comes through this corridor. If rapid transit is put underground, then also create underground malls and walkways as a positive pedestrian experience.
- Create several exits from the Skytrain to make that experience pedestrian-friendly—and not like the Broadway & Cambie station’s exit. Community members described the latter as “failed” and “a dangerous intersection” for pedestrians.

Recommendation 11: Make some BUS BULGES more creative spaces.

Recommendation 12: PIGEON CRAP BY-LAW

- Need a by-law so businesses have to have a net or some other way to capture excrement so that pedestrians are less at risk of a “hit.”

Section 2: Strengthening Business Districts through Public Realm Changes

In reviewing PWL's draft concepts and maps, community members expressed concern that there was not enough attention to making the business districts more attractive to pedestrian traffic and, through public realm measures, making each business district more viable for businesses as long-term locations.

Workshop participants considered the types of businesses active in Mount Pleasant (manufacturing, retail, car services, etc.), local weather impact on pedestrian traffic, how public transportation can contribute to increasing and facilitating business access/use, and the contributory role potential of various parties.

Recommendation 13: DESIGNERS could identify areas for "SPECIAL" PUBLIC ART (related to district identity) and add guidelines to reinforce the distinctive identity of each district.

- For example, public art guidelines applicable to bike racks in the Broadway West "Fleece District" and different guidelines for "Hops Valley / Brewery District" on Lower Main
- Businesses that are moving in, or thinking about locating in an area, need to know what the "design vision" of the neighbourhood is intended to be.
- The vision / design guidelines need to be readily accessible to business operators and commercial / mixed use land owners/purchasers.
- Cycling to be glorified in the "fleece district" (Broadway West) – and lane access to retail outlets to be strongly encouraged or required in this area.
- Community members recommend that PWL designers help with directions for businesses to contribute to community—offering guidelines for signage, artful amenities, outside seating, etc.
- Privately owned properties also ought to be consulted for validation of the "design vision".

Recommendation 14: Add RAINY CITY GUIDELINES—such as requiring property developers to create CANOPIES over the public realm immediately outside business premises.

Recommendation 15: BIA (Mount Pleasant Business Improvement Area association) should work with MAJOR RETAILERS (e.g., sporting goods retailers) to encourage them to contribute to the public realm—through sponsorship of distinctive public art such as professionally designed murals, commissioning of sculptural bike racks, parkette amenities, signs that also function as public art.

Recommendation 16: What will draw more pedestrians to an area? WIDENING SIDEWALKS for planters, cycling, and more room for walkers – collective or CITY-LEVEL INITIATIVE required

Recommendation 17: What could businesses do to draw more people? BUSINESSES to participate in or be initiators of "taking care of" their neighbourhoods, by controlling litter and garbage, creating outdoor seating, planting more greenery, etc.

- Major retailers especially, such as Mountain Equipment Co-op, should be encouraged to introduce animation elements in their local neighbourhoods. The City and the local BIA could work together to encourage more businesses to contribute to the public realm.
- Could major retailers, in turn, encourage smaller businesses to make some form of contribution too?

Recommendation 18: BUSINESS SIGNS as PUBLIC ART—and related City support

- The City could really strengthen the public realm and the attractiveness of each business district by more attention to business signs as public art – with (a) City grants to businesses to design signs and (b) support to help businesses get through permit approval process for their signage.
- Businesses putting interesting signs up on poles are enhancing overall business activity.



Recommendation 19: Allow, and encourage, more BUSINESSES ON LANEWAYS, TOO.

- See Appendix 4 for Q&A regarding City flexibility and readiness to adapt existing by-law.

Recommendation 20: CITY support with spaces in front of buildings for planters and more GREENERY

- Adding greenery to shopping streets is considered by locals to be a strong attractor for more pedestrian traffic in all of the shopping areas. But planters or baskets need tending by paid workers: can the City be responsible for watering plants and cleaning the streets of litter more frequently – as is done in West Vancouver?

Recommendation 21: CITY and BIA to continue to encourage DIVERSIFICATION—not monocultures – within each of the distinctive districts

- While earlier community input showed support for “Fleece District” as the identity of the shopping district on West Broadway within Mount Pleasant (see March 7, 2013 Public Realm Workshop report), community members also noted in the Part 2 workshop that there needs to be more reason to go to West Broadway than “all sporting goods shops” and that diversification of shops and services is still important there, as in every one of Mount Pleasant’s shopping districts.
- Through the dialogue rounds on April 13, there was a collective recommendation for gathering local community/public input into the types of businesses wanted in the community – for example, as occurred in the Strathcona neighbourhood with Harvest Community Foods on Union Street.
- Community members see an ongoing need to assess what businesses exist and what’s needed – and to confer as how businesses can contribute to the success of the overall business district, acknowledging interdependency.

Other implementation considerations that were raised:

- Increase beautification by incorporating practicality: e.g., channeling water runoff into rain gardens.
- Cable cars within Mount Pleasant (e.g., small-scale funicular for the top of the rise to Fraser) – an incentive to travel along Broadway East for the fun of it. Practical? Feasible?
- Potential to create a historical appreciation of Davidson Batteries (which recently ended its multi-decade-long presence)
- Small parks attract various types of users; at night, drinkers and drug users who leave litter (some of it bio-hazardous), may disturb residents with noise, and are “the usual suspects” in car and business break-ins and vandalism. City statistics or research into how these places/parks positively contribute to community environment (safety aspect) are needed.
- Small businesses are being pushed out because of rising rent prices. There needs to be support for pop-up businesses, food carts, temporary businesses, etc.

Broadway East Revitalization:

- Very diverse business area (35+ types of businesses)
- Many small “mom and pop” businesses that exist in this community
- Business outreach with business owners and commercial properties—discussion about what the area could become— has been initiated and needs to continue.
 - Work with the BIA and recognize joint promotional opportunities.
 - Focus on key businesses – e.g., Anna’s Cake House, long established in Broadway East – to help better organize this neighbourhood.
 - Keep identifying types of services missing in the area: e.g., bakery, bank, fresh produce, etc.
 - Outreach to / involvement of *services* should also be part of the development.
 - Keep finding ways for small businesses to participate in the community more – invest in [place-making?] education and service.
- Use “private public libraries” (such as on 10th Avenue, near St. George) for getting pamphlets out in the neighbourhood.
- Consider business tents – or a community trailer or shop – that small businesses could share and alternate between.
- Also consider monthly outdoor markets for local businesses to promote their businesses.
- Regarding the older buildings that need revitalization –upgrades to be paid for by whom?
- Large gap in Broadway East: there is nothing in the 400 block where the Teamsters’ building is.
- Lido under construction – What’s going on there? Permit? Zoning? Do they have their liquor license? *(Re-opening as public house in late summer/fall: bar / music performance venue. Owner is also opening comfort food restaurant near Fraser & south-side Kingsway.)*
- Kingsgate Mall – Extended hours, design of new entrances (changed layout) may not be possible due to existing corridors.

Section 3: Combining (or Separating) Cycling & Walking Routes

Two concerns underpinned the dialogue on whether to combine or separate cycling and walking routes (as an overall strategy, recognizing that all routes are likely to attract individuals from both user groups).

- **Safety** is the first concern: the visibility of walkers on cycling routes, and also the degree to which each network is well lit.
- **Awareness** is the second concern. What is the mapping strategy? What public education will supplement the recommended public realm design? What route guides, and what rules, will apply on each network? What signage will be put in place? What pavement markings will be used? (on bike routes as well as enhanced pedestrian routes)

Recommendation 22: Combine TWO USAGES—NOT THREE—as a GUIDING PRINCIPLE in the plan.

- Walkers in the April 2013 workshop, exploring as a group the recommended pedestrian and cycling networks mapped by the PWL, welcomed the idea of separate routes for walkers and cyclists.
- Combination bike/walk routes work fine, when no cars are allowed on the route.
- Bike/drive routes also work okay, in workshop participants' view (except along Lower Main).
- Walk/drive can go together well because streets are wide and well-lit in most of Mount Pleasant.
- On wide streets such as Broadway, they see the potential for adequate light, safety and visibility for walkers to move safely, along with motor vehicles and bicycles—and they envision Broadway as a good walking corridor when revitalized with further trees. Strengthening the Broadway connection to Main is important in community members' view. On narrower streets, such as 10th Avenue, they see safety as a key risk if this is treated as both the key east-west cycling route *and* a preferred pedestrian route.
- Because 10th Avenue is experienced as a “Bike Highway,” community members supported the idea of **instead enhancing the lane between 12th and 13th Avenues as an east-west pedestrian route**, especially since that lane is already well lit and felt by residents to be a safe walking environment.
- **NOTE 1: GREEN CANOPY deserves just as much attention on pedestrian routes as on cycling routes.**
- **NOTE 2:** Community members also advise that **car use (traffic stats)** be taken into account first, before finalizing “enhanced pedestrian” and “cycling” routes on the Mount Pleasant maps. Which routes are the routes that cars are using most often now?

Recommendation 23: Add SIGNAGE that will DIRECT CYCLISTS on non-bike routes to the bike routes.

- Pavement signage (and/or other signs—but pavement signage is a recommended component) is needed to redirect cyclists from “pedestrian only” or walk/drive routes to the cycling route network.
 - Paint bicycle icons to highlight cycling routes.
 - Paint white circle graphics to highlight the pedestrian routes.
(Note: somewhat conflicting recommendation about how to mark pedestrian crossings)
- This signage is also seen as a critical component of public education for drivers. Vehicle users need ongoing education about where the bike routes are.

Recommendation 24: CARS to be welcome on triangle sides at south end of St. George RAINWAY

- In the view of workshop participants, car access remains important on the Fraser – Prince Edward – 12th Avenue – Kingsway edges of this “vibrant triangle” that is a relatively high-density residential development. See map on page 16.

Recommendation 25: NORTH-SOUTH LINK needs STRENGTHENING at Great Northern Way

—to safely enable cyclists and pedestrians of all ages from Mount Pleasant to move across Great Northern Way Campus to connect with the Strathcona neighbourhood.

- Add a cycling / pedestrian **bridge over the rail tracks**, as part of this north-south route for biking and for pedestrians. Enhancing this connectivity is seen as very important for Mount Pleasant residents. The view was expressed by multiple speakers that there is “no way to get to Strathcona safely.”
- Design this route so that it is **safe for children**.
- Invite [Our Community Bikes](#) people (not-for-profit, cooperatively run, full service bike repair shop and education organization, associated with the PEDAL Foundation, in Mount Pleasant¹), along with other cycling associations, to provide input and feedback into this aspect of the design.

Recommendation 26: CONNECT PARKS with the CYCLING ROUTES

– and mark these together, better, with both maps and signs.

Section 4: Street Crossings (Road Art / Method of Marking)

Recommendation 27: TEXTURED CROSSINGS are recommended over paint.

- Though the initial round of feedback showed community interest in the visually compelling road art proposed for street crossings (and the idea that different graphics might be used in different shopping districts), further dialogue resulted in the recommendation that a **unified treatment** was preferable for Mount Pleasant.
- Unified signage (road graphic) and/or a **distinctive texture** is thought to *increase* road users’ awareness of pedestrian crossings.
- Textured crossings for cyclists and pedestrians are seen as a *stronger* tool for ensuring that drivers notice and respect these other road users.
- Textured crossings are also preferred as *more durable* than paint and a more decorative element.
 - **CAVEAT:** Be cautious, added an instructor working with the visually impaired, in proposing (selecting) textured pavement treatments: these can be uncomfortable for people with any mobility impairment.

¹ On Ontario Street, between 2nd and 3rd Avenues

Section 5: Improving Inter-Neighbourhood Connectivity

The concerns about inter-neighbourhood connectivity indicate, above all, that community members do not see Mount Pleasant as an island. They instinctively look at more than central shopping districts when coming together to talk about public realm vision, design and investments.

Easing pedestrian and cyclist circulation between Mount Pleasant and neighbourhoods to the north (Strathcona, Gastown, Downtown and the emerging “neighbourhood” on and beside Great Northern Way Campus) is something that needs attention, in residents’ view. This need was discussed both in terms of individuals’ own interests and also with respect to larger circulation patterns (of others) and dangers that they are witnessing. Additionally (**see page 16 also**), connectivity between Main Street and Commercial Drive (another important shopping district for Mount Pleasant residents) is important for pedestrians too.

Recommendation 28: INCREASE connections from 5th Avenue to GREAT NORTHERN WAY.

- More pedestrian crossings across Great Northern Way, to the GNW campus, are definitely needed—especially a pedestrian / cyclist ramp at St. George. (see rough map on next page)
- Enhance the crossings with parklets at Prince Edward and Great Northern Way.

Recommendation 29: 1st AVENUE enhancement

- First Avenue is an important connection between Downtown, the Main Street station to the north-west, and Mount Pleasant. This node needs public realm enhancement.

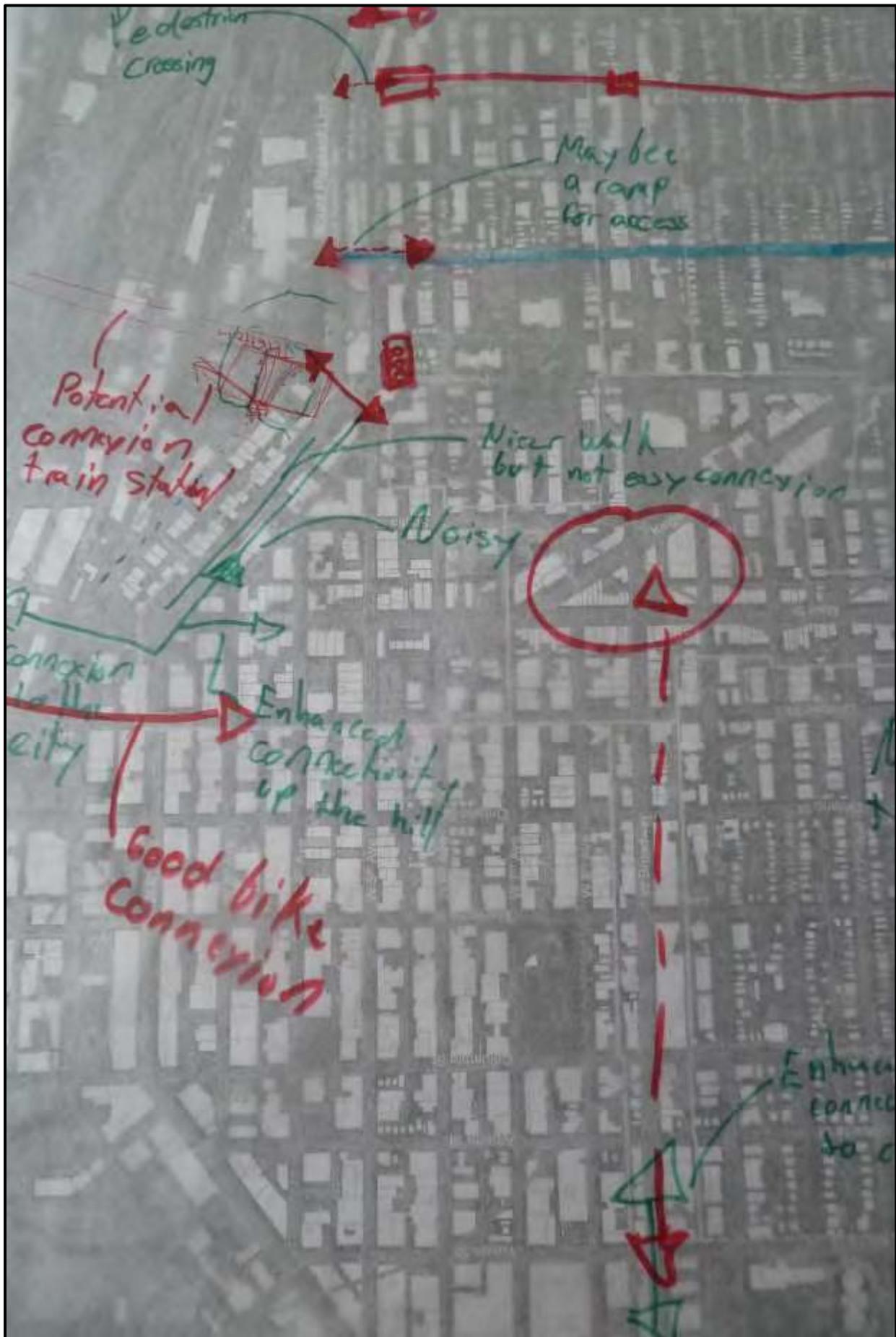
Recommendation 30: EAST-WEST CONNECTIONS—strengthen one more route.

- Maintain the strong 10th Avenue connection between neighbourhoods.
- Need to enhance another east-west connection north of Broadway: 10th Avenue is too far uphill to walk to, to reach a pleasant walking route.
- A better *pedestrian* route is needed to Cambie shopping district from the north-east section of Mount Pleasant—either along Broadway, 8th, or another avenue or lane—because 10th Avenue, while highly valued, serves as a “bike highway” and is not experienced as a safe route for walkers.
- NOTE also the recommendation (section 3) to enhance the lane between 12th and 13th Avenues as a good walkers’ route from Main to Cambie.

Recommendation 31: OTHER CONNECTIONS TO THE NORTH

- As noted with the cycling/walking route discussion (see recommendation 25), need an overpass to Strathcona neighbourhood (from both east and west sides of the Mount Pleasant neighbourhood).
- Better north-south bicycling connections to Downtown are needed—e.g., on Quebec, or Main, Station Street—to reach eastern Downtown (e.g., Gastown, Railtown, Georgia Viaduct area).
- Also need recognition of the Glen Drive cycling route on the eastern side of Mount Pleasant

Recommendation 32: Enhance FRASER STREET as preferred route TO SOUTHERN NEIGHBOURHOODS.



Section 6: Ecological Considerations in Mount Pleasant Public Realm

Recommendation 33: GUIDING PRINCIPLE: Trusting, and cultivating, public intelligence about nature—with respect to existing natural landscape in this community and the possibility of natural landscape; and also in terms of education for both adults and children—was recommended as a guiding principle in the Mount Pleasant Public Realm Plan.

Recommendation 34: DEEPER INVESTIGATION of NATURAL ELEMENTS in the public realm plan

- What excites community members is the **biodiversity** in the city. They want to embrace and celebrate it. Ecological heritage and wilderness are important elements of a neighbourhood’s public realm plan, in their view.
- Currently present in South-East False Creek, for instance, are many birds, including many species of songbird. Also present are junior salmon, herring, native bees (underground species), and other indicators of ecological diversity. The continuum from this natural heritage to backyards, and to street trees in the vertical stratification of the natural landscape, is important to residents who would like to see it recognized in the public realm plan for the neighbourhood.
 - Species such as the native underground bee species are meaningful for production in other gardens. A potential future location for these bees is in roundabouts.
- Community members said that more value needs to be placed on the ecological layer of this neighbourhood’s public realm plan, including more emphasis on the sacredness of water.

Recommendation 35: Separate STORM-WATER RUN-OFF from SEWAGE LINE. Harvest for WETLAND.

- A concern is the current system of directing storm water discharge into False Creek, contributing to a dirtier False Creek. A solution is to create a **freshwater wetland on the False Creek Flat**.
- **Such a wetland is seen as “most functional public realm change,” “biggest bang for [public] dollars.”** The low topography of the flat makes this a “low-hanging fruit to pluck” in the implementation of desired changes in the public realm for the neighbourhood.
- Partner with local schools and park (occupying natural and historic wetland) to collect rain water and create “pocket wetlands.”
- A demonstration project has been started, as part of the St. George Rainway initiative.
- Separation of storm-water runoff from the #6 sewage line (which currently has cleaning solvents entering it, and whose contents are sent to the Iona sewage plant for treatment) is recommended.
- Provide, in such wetland creation, a natural corridor for animals, including accommodation for large mammals (e.g., coyote, sightings of which have occurred as far north as 16th and Ontario). Migratory routes study is needed.
- Incorporate First Nations’ perspective on water into “pocket wetlands” creation.

Recommendation 36: Incorporate RAIN WATER DIVERSION into NEW DEVELOPMENT POLICY.

- Encourage / incorporate more courtyards (using rainwater diversion to maintain the landscape) as properties are redeveloped in this neighbourhood.
- Incorporate storm-water diversion into building retrofit and new development policy.
- Create passive water features at major transit nodes.
- Recognize this opportunity as potentially providing cultural value, too (such as occurred with the Waterfall Building under the Granville Bridge, shown below).



Recommendation 37: More CITY COLLABORATION with HOMEOWNERS on BACKYARD HABITAT

- Recognize the importance of backyards in the continuum of ecologically diverse landscape.
- Form neighbourhood group(s) to cultivate diverse habitat (ecological richness) in backyards.

Recommendation 38: Visually represent natural features (natural history) with MARKERS / INDICATORS.

- Use non-plastic signage for natural history markers.

Section 7: Laneway Treatment

In the discussion about “**What excites /disturbs you** about the *laneway* ideas and recommendations?” community members mentioned the following:

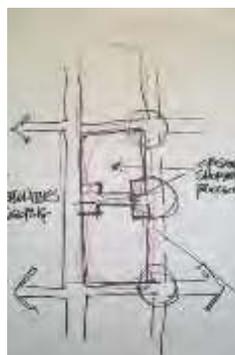
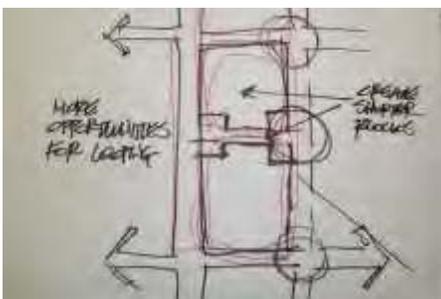
- Concern about businesses’ parking needs west of Main
- Parking access for both townhouses and businesses east of Main
- Service area (commercial loading / unloading) on Watson Street – i.e., multiple uses of Watson
- Difficulty of continuing along Watson Street given the lack of safe crossings at 12th and 16th Avenues – need for heightened accessibility at these locations, but concern that existing buildings at 12th and 16th will make change hard – low feasibility of a *continuous* path for walkers on Watson?
- Interest / excitement expressed about a different characteristic for lanes (vs. main streets), as in a different paving style – and the opportunity to capture the more historical context of Mount Pleasant in the lane routes, given that Mount Pleasant is one of the few neighbourhoods in Vancouver with a lot of history (in terms of city development)
- Interest in laneway housing as contributing to an easy street-to-lane, lane-to-street walking pattern
- Concern about homeless people (“who identify and rely on ‘good’ garbage cans/bins”) – how can a good balance be achieved in developing laneways and also acknowledging homeless people?
- Walkability of specific blocks – and “between blocks” spaces such as the challenging crossings at 12th and 16th (to walk on Watson).

Recommendation 39: City of Vancouver to encourage property owners to take responsibility for laneway enhancement by adopting SMALLER CONTAINERS FOR WASTE.

- San Francisco example was used as relevant precedent.

Recommendation 40: For Watson Street, 12th and 16th Avenue pedestrian CROSSINGS at OTHER STREETS.

- Add appropriate signage?
- Use Main Street as the other part of the “loop.”
- Encourage big or small loops for people to use on Main Street for shopping purposes.
- Place more focus on street-to-lane, lane-to-street walking patterns, i.e., looping rather than continuous lane circuit.



Recommendation 41: Develop the service area **ON WATSON** by adding **MORE SIDEWALK CAFÉS** that front onto this “lane-like” street.

Recommendation 42: **Wherever possible, BRIDGE the lane (Watson)** – linking buildings “over the top of the lane” so as to address business concerns about service bays while also increasing the use of public realm property, and potentially also increasing sunlight into these new spaces for cafes and/or public art.

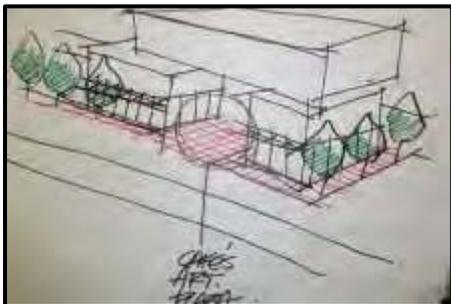
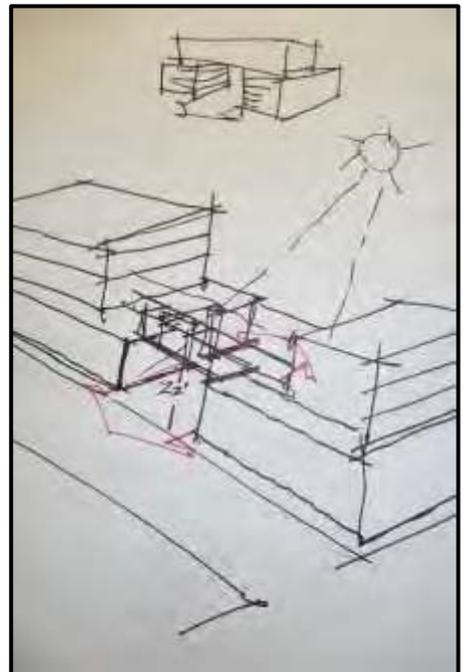
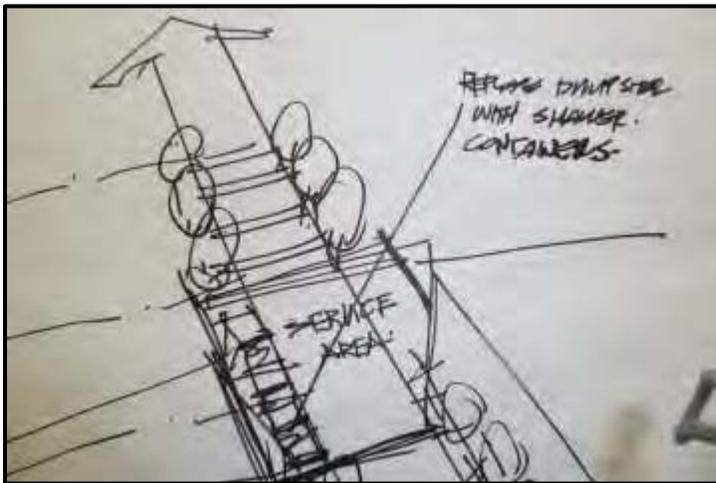
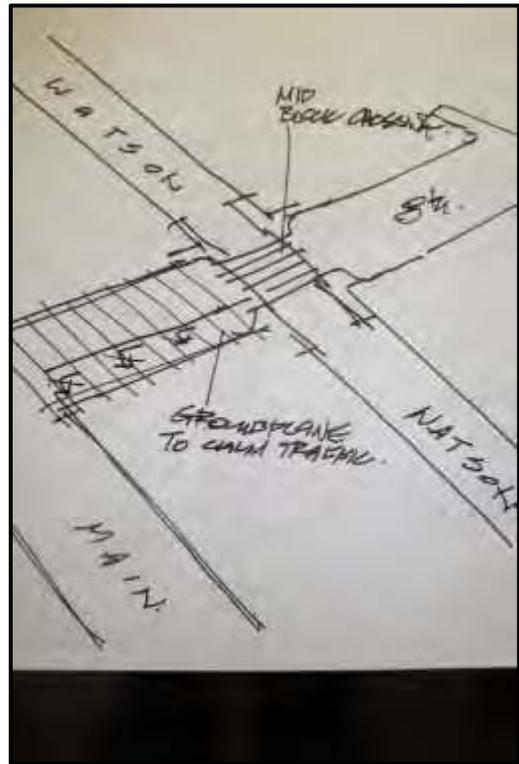
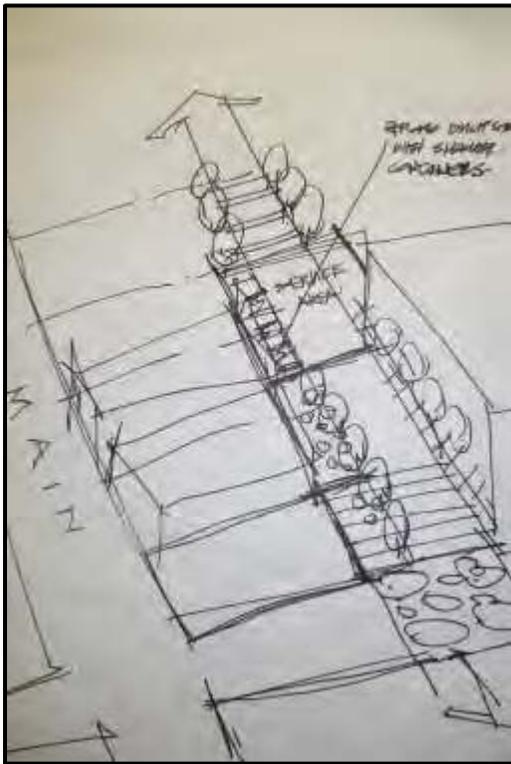
- Quebec and 2nd development was used as an example in this discussion. (details not given in recorder’s notes)
- Use glass block, lighting on the top, special plants to draw attention to this “ceiling on the space” and pedestrian-friendly locations above.

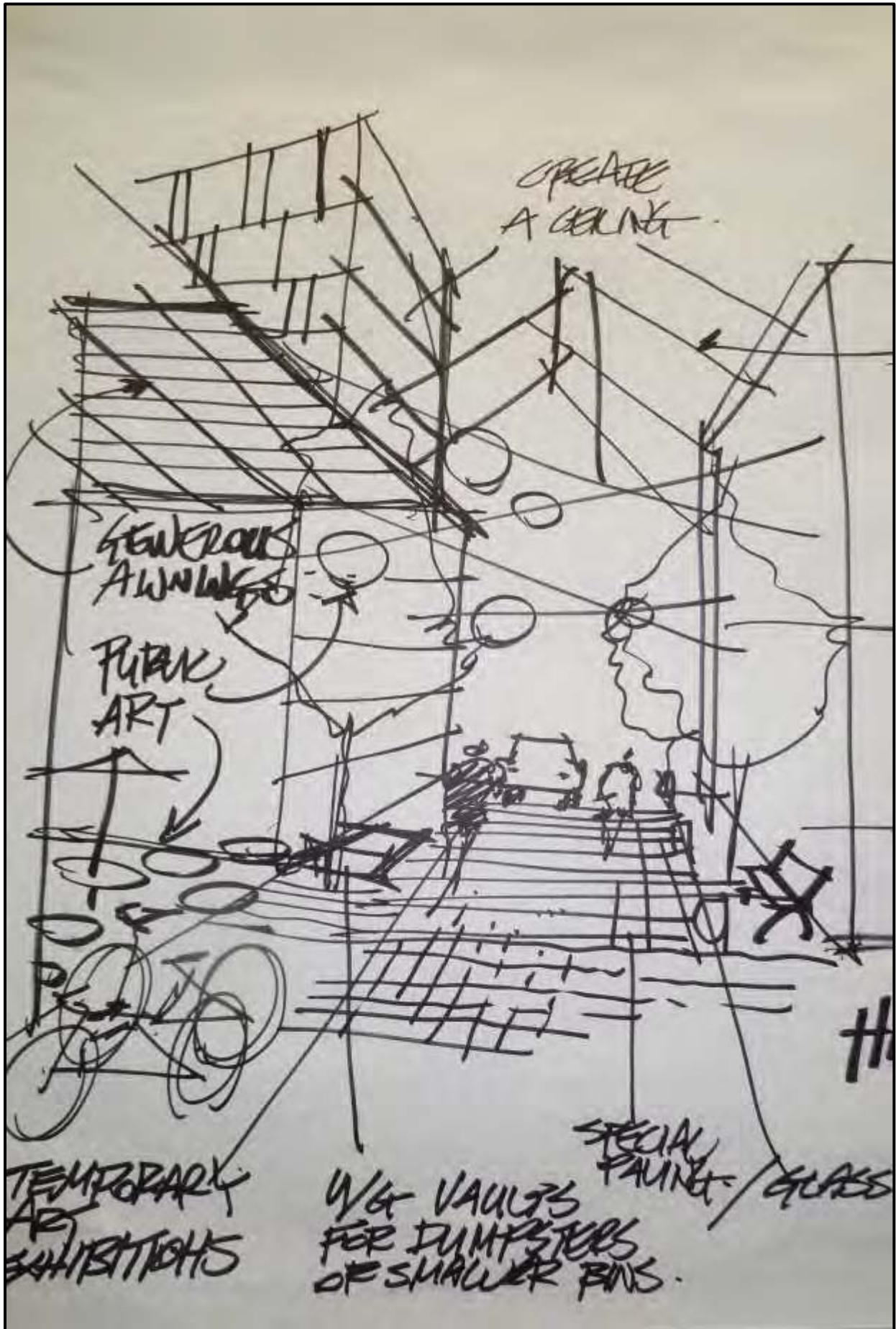
Recommendation 43: **Add BIG RAIN COVER** (different characteristics on different lanes), **LIGHTING, and PLACES FOR CHILDREN on lanes**, to make these routes much more enticing.

Recommendation 44: **UNIFY the energy (street to lane).**

- For example, by encouraging windows to the back (to make lane more visible).
- At the same time, encourage the development of blocks with different characteristics, i.e., unified from the street front to the lane environment, but different block feeling in different parts of Mount Pleasant.
- Encourage a walking pattern in which people move easily from street to lane, lane to street.
- Encourage / allow property owners to also play with different character of the lane *according to the season* as another option.

Group recommendations captured visually by PWL team member Derek Lee
(see next 3 pages)





• ~~Handless / Handless~~ DUMMA:
MORE ACTIVITY IN CANALS WOULD
DISCOURAGE SWAT ACTIVITY DURING
PEAK TIMES.

- LANENAC HOUSING.



Section 8: Acknowledgement of Aboriginal Presence, Heritage, Art and Culture

The Mount Pleasant Community Plan, in Section 3.8 on Heritage guidelines, embeds a commitment to **“Neighbourhood founders acknowledgment.”**

On page 11 of the Plan, this direction appears: “Respect and honour the history, traditions and current presence of Aboriginal peoples and sites; investigate opportunities to deliver tangible support for Aboriginal projects and initiatives, including locations and spaces to mark cultural observances.”

In discussing their concern that the emerging concepts plan of the PWL team does not yet sufficiently recognize Aboriginal heritage², presence or art and culture, community members observed the following:

- Mount Pleasant has the third highest concentration of Aboriginal people, amongst all Vancouver neighbourhoods.
- Clusters of Native housing exist now on the eastern edge of the neighbourhood (Clark Street).
- An Aboriginal day care centre is situated on the border of South China Creek Park in Mount Pleasant.
- Aboriginal cultural activities are part of the Mount Pleasant Neighbourhood House programs: 800 East Broadway—at Prince Albert, where a new open space may also be created.
- La Boussole on East Broadway is a Francophone community centre that support Métis people. (in the 600 block, south side, of East Broadway)
- A new community centre—the Broadway Youth Resource Centre—will include services to Aboriginal youth. Several floors of housing above it will be managed by the Vancouver Native Housing Society (at Broadway and Fraser—a site which also abuts a potential new open space on Fraser Street, between Broadway and the Sahalli Park entrance at 8th Avenue).
- The Native Education College is on 5th Avenue at Scotia. It is a structure whose architectural form is reminiscent of traditional longhouses, and a hub of Aboriginal activity.

Recommendation 45: Celebrate Aboriginal people and culture in the public realm through murals, other pictures, history markers / education tied to connectivity (historic routes) and/or mid-block crossings (graphic art on roads).

Recommendation 46: THREE PEDESTRIAN CROSSINGS were recommended as locations for such crossing treatment, given the location of Aboriginal-focused services/facilities.

- Broadway crossing at Scotia / Kingsway
- Between Fraser and Carolina Streets – noted as mid-block crossing on East Broadway
- Between St. George and Guelph Streets – also noted as mid-block crossing on East Broadway.

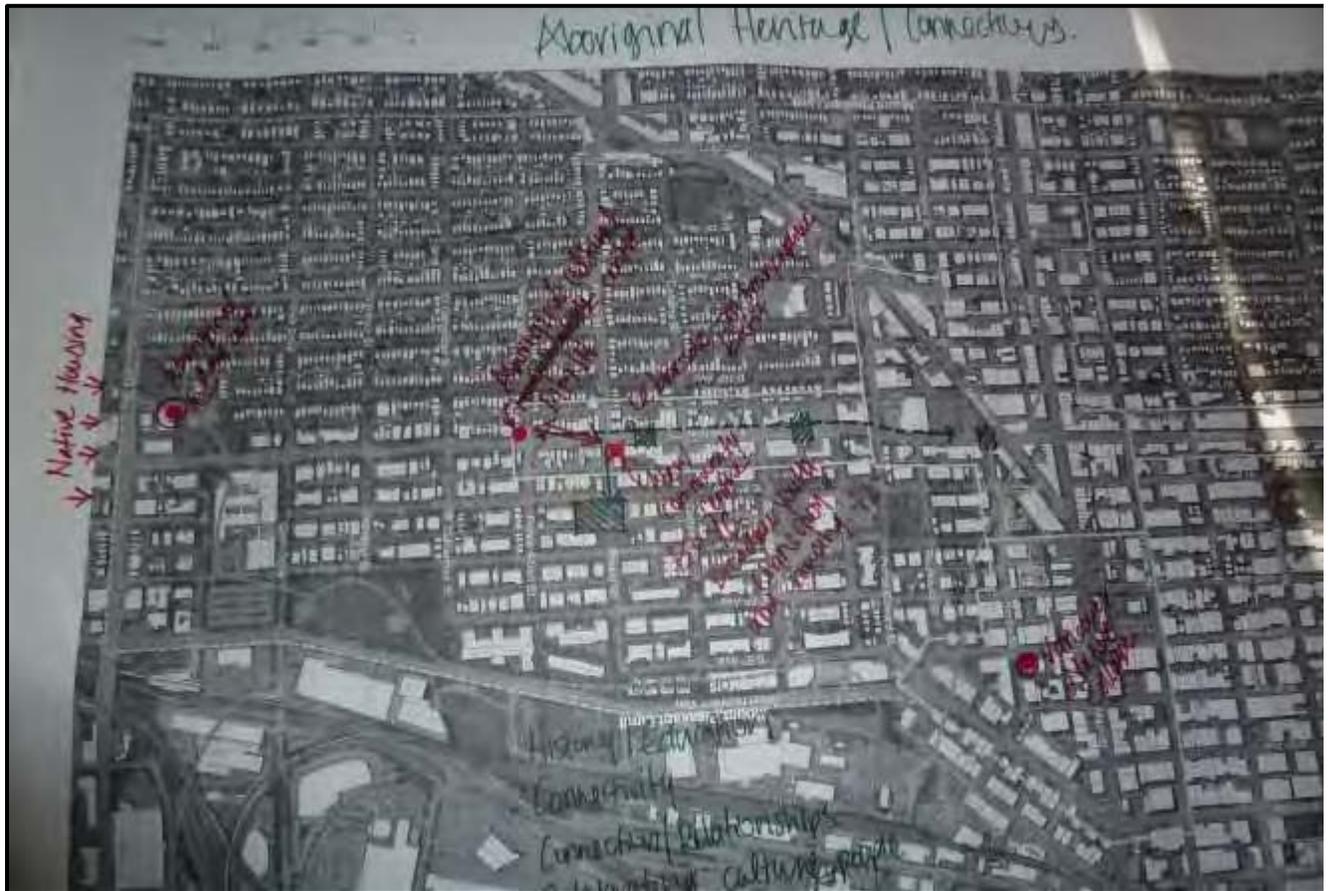
² PWL’s map “to celebrate the rich history of Mount Pleasant” includes one historic Indigenous trail.



Native Education College at 5th & Scotia

See crossings noted in green

Important circulation route for marking Aboriginal heritage



Community-Led Initiatives – ADDITIONAL PRESENTATIONS

Livable Laneways

- [Livable Laneways](#) was founded in Mount Pleasant and is a not-for-profit society working on both short-term and long-term laneway animation³. A majority of its directors live in Mount Pleasant.
- While acknowledging garbage, parking and public perception challenges, the Livable Laneway directors and other volunteers have been focusing on:
 - **Events programming in commercial lanes**
 - Night markets (produce, crafts, fashion, vintage goods, plants)
 - Performances (musical, theatrical, laser graffiti, fashion shows)
 - Fundraising barbecue cook-offs engaging local restaurants
 - In 2013: expanded site and programming – working with the Mount Pleasant BIA (Business Improvement Area association) to extend the Autumn Shift Festival to include not only several blocks of Main Street but also more than one block of laneway environment—for a “non-linear” festival experience that occupies more of the street/lane grid for public events
 - **Physical enhancements of both short- and longer-term nature**
 - Such as planters in laneways; re-usable staging; decking (all short-term examples)
 - Also working collaboratively with property developers, as happened with Collection 45 mixed-use development on East 8th Avenue, to create a more pleasing ambience on the laneway face of new development that will last for decades
 - **Changing the way lanes operate**
 - For example, by spearheading a Zero Waste project with the local Business Improvement Area, to clean bins more regularly and to reduce dumpster usage.
- Livable Laneways Society has partnered with the local Business Improvement Area (MPBIA), the Vancouver Design Nerds, independent musicians and artists and various arts organizations (e.g., The Drift, Beaumont Studio, Mount Pleasant Artists Society, etc.), other local vendors (e.g., Blim, Victory Gardens, etc.) and other societies (e.g., Vancouver Shade Garden Society for plant sales), Zero Waste Challenge teams and others.
 - In their events programming, they have been supported by VIVA Vancouver (2011, 2012).
 - For small-scale amenity development (e.g., planters), they have been supported by the Vancouver Foundation’s Neighbourhood Small Grants and also corporate sponsors.
- Inspired by what has been possible with laneway development in other cities (such as Melbourne, Australia), this organization has a three-year history of various projects in Vancouver.
- To date, its projects have largely focused on piloting change in the commercial lane beside the Lee Building (Main and Broadway) and extending from Broadway to 7th Avenue.

³ NOTE: The Mount Pleasant Community Plan (section 4.4) calls for development of a Laneway Strategy as part of the Public Realm Plan for Mount Pleasant, and using Mount Pleasant as a pilot area for testing suitable locations for laneway animation, for the benefit of the entire City.

- While lanes are still (in LL Directors' perception) appropriately described as “marginal places,” the LL directors see significant potential in lanes for a rising number of uses.
- Livable Laneways president Rob Sutherland also showed workshop participants a short **documentary** on accomplishments to date. The film highlights Laneway Night Markets and other programming organized by Livable Laneways for summer 2012.
 - The LL documentary was created by filmmaker Ana Mateescu, who moved to Mount Pleasant three years ago as a Romanian immigrant. Ana told workshop participants her story of arriving with little English language skill, working as a cleaner at first, and getting to know her neighbourhood. “Mount Pleasant is what helped me to grow.” Ana said it was her neighbourhood experience that encouraged her to go to film school. She is now undertaking graduate studies in interactive documentary approaches to community mapping and community building. In her Masters studies at ECUAD, the Emily Carr University of Art and Design, she intends to develop a web platform for the documentary story series she is creating about Mount Pleasant.
 - More information about the neighbourhood features, residents and enterprises, and local character that Ana is capturing as a documentary film-maker can be found on [Erin's Neighbourhood](#) Facebook page



St. George Rainway

- The St. George Rainway network, connected to the False Creek Watershed Society, is a community network of residents that includes educators, local architects/ designers, ecologists, researchers and other neighbours. Their work is collaborative in nature, inter-generational in focus, and rooted in a commitment “to talk together. “
- More information about their activities—intended to support a healthy watershed, a pleasing environment for walkers and cyclists, and strong community connections—can be found online: <http://mtpleasantwatershed.wordpress.com/> and also at <https://www.facebook.com/media/set/?set=a.357919460946159.82600.140223206049120&type=1>
- In connecting to watershed study and exploration, they take steps to connect with First Nations history and teaching about water and the land, and to other intercultural wisdom about water.
- Rita Wong, one of the St. George Rainway coordinators, describes the coalition’s work as being about Deep History, a Deep Future, and a Deep Sense of Home.
- To date, the St. George Rainway work has included:
 - Street parties to raise awareness and build connections
 - A parade event to celebrate the waterway
 - Design workshops to explore the potential of creek daylighting, street enhancement, storm-water management, passive water features, etc.
 - Story-telling workshops to explore the natural and cultural history of the creek and the land on which it flows (see the video ELEMENTAL: earth produced by the Vancouver Storytelling Institute: <http://www.youtube.com/watch?v=M8MaaB1DMzM&feature=plcp>)
 - Design and creation of a road mural over the old creek route
 - Community building of a cob and mosaic bench at the original headwaters of the creek (see link above to ELEMENTAL: earth)
 - Stone art work to commemorate the St. George Creek further north
 - Creation of Gather Round, a public meeting spot south of the mural
 - Planning of a Creek Forum (to be held on June 8th this year).
- Other short-term initiatives envisioned include the creation of rain gardens.
- The long-term vision is one of a more resilient community whose members are not only connected to the natural history and resources of the place they inhabit, but who are also strongly connected to one another.
- Recognizing significant potential in this group’s design work, the City of Vancouver’s senior urban designer (Scot Hein) has also produced a preliminary schematic for the Rainway evolution.

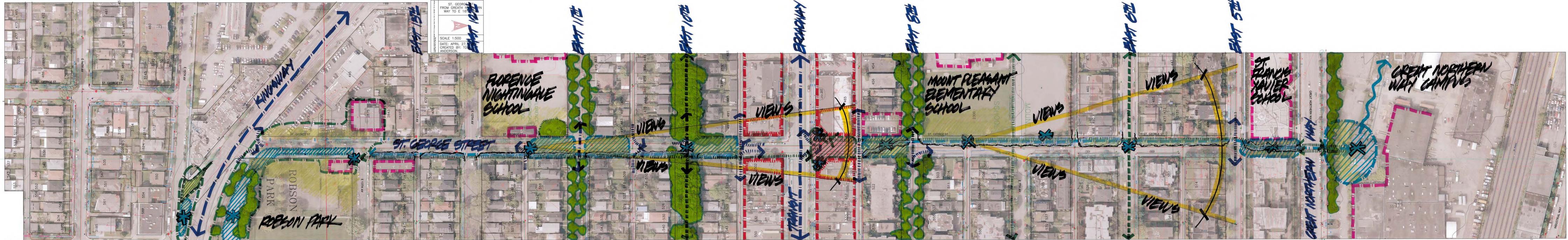
Research on Resilience as a result of Community Involvement in Place-Making

- Joshua Welsh is a Masters of Landscape Architecture candidate with 10 years of design projects background, whose thesis work at the University of British Columbia (School of Architecture and Landscape Architecture) is a [research project on green infrastructure](#).
- More specifically, Josh’s research is exploring the impact on community vitality and capacity when individuals in a neighbourhood work collaboratively on green infrastructure: building it and then also maintaining. Does it help them rise to any unforeseen challenges that may face the community (whether scarcity-based or of another nature)?



Rendering of streetscape vision –St. George Railway / Street

**Schematic by City of Vancouver urban designer on the next page
(view on screen to enlarge for detail)**



ST. GEORGE RAINWAY
 CONCEPT IDEAS COLLECTION
 MAY 2019
 C.B.V. UDS CAN

* = SPECIAL PLACE /
 RAINWATER "MOMENT"

▭ = LOCAL COMMUNITY
 FACILITY ASSET

▨ = RAINWATER FEATURE,
 PLACE OR BIOSWALE

→ = SPECIAL WALKING ROUTE

→ = BIKE CORRIDOR

| | | | | | | | | | | | |
|---|-----------------------------|-----------------------------|-----------------------------|-------------------------------|-------------------|--|-----------------------------|-------------------|----------------|--------|--------|
| ANNOUNCING THE "SOURCE"/"HEADWATERS" IDEAS! | BIOSWALE - EAST SIDE IDEAS! | SPECIAL PLACE W/VIEW IDEAS! | BIOSWALE - EAST SIDE IDEAS! | LOCAL COMMERCIAL "HUB" IDEAS! | TRANSITION IDEAS! | BIOSWALE - WEST SIDE FACTORIAL W/VIEW IDEAS! | BIOSWALE - WEST SIDE IDEAS! | TRANSITION IDEAS! | FEATURE IDEAS! | CAMPUS | RAIL → |
|---|-----------------------------|-----------------------------|-----------------------------|-------------------------------|-------------------|--|-----------------------------|-------------------|----------------|--------|--------|

Broadway East Public Realm – Revitalization Projects

- Through the **Weaving Policy, People and Place Together** initiative sponsored by the Mount Pleasant Neighbourhood House, community members have collaborated to identify ways in which the street experience in this revitalization area could be improved through immediate action moves that are not dependent on major property redevelopment happening first, the arrival of new enterprises, or significant infrastructure changes first being completed by municipal government.
 - Residents have worked together with MPNH staff, local business leaders (MPBIA directors, Kingsgate Mall Merchants Association manager, individual business owners), and other community service agencies located on Broadway East (such as La Boussole) or soon relocating there (such as the Broadway Youth Resource Centre) or managing new housing on this street (such as Vancouver Native Housing Society).
- Twenty-five possibilities were explored (December-January meetings).
- Six are currently active projects (February-April activity . . . ongoing).
- The next two pages summarize five of those projects. (The sixth is a vacant lot strategy: a collaboration between the owner of a property long without an active use, the Mount Pleasant Business Improvement Area and its Zero Waste Challenge team, and Livable Laneways.)

Possible Ways for Local Businesses & Other Neighbours to Contribute

| Promote | Accommodate | Coordinate | Sponsor | Donate |
|---|---|---|---|--|
| <ul style="list-style-type: none"> • Display and distribute a flyer with a map of participating venues • Advertise with a poster in your window, email to your customers, etc. • Encourage one or more of your business neighbours to also join the fun • Encourage other neighbours to help make it happen | <ul style="list-style-type: none"> • Allot outdoor space (small or large) for temporary art or performance • Allot indoor space to displaying an artist’s work for one or two weekends this year* <p>*could be a business, could be a service agency, or could be another facility on Broadway East</p> | <ul style="list-style-type: none"> • Join an organizing team • Offer practical tips to any of the teams | <ul style="list-style-type: none"> • Connect with artists and performers you know • Experimentally, on one or two dates this year, have a “mix and mingle” open house • Find some way to “spillover” onto the street during one or more special events | <ul style="list-style-type: none"> • Donate food or beverages to make an event welcoming, more sociable • At set-up, help with other supplies or tools • Design or print posters or another promotional aid • Offer a hand to help with some other step. |

Broadway East REVITALIZATION ACTION PROPOSALS for 2013

with Mount Pleasant Neighbourhood House partnership support



Since City Council approved the Mount Pleasant Community Plan, community members have been thinking a lot about “people power” and revitalization: neighbours working together, businesses teaming up, and community service providers joining in. Small projects can signal positive change to everyone who lives and works in the neighbourhood (and to those who visit, regularly or not). **This flyer captures five of the ideas** that excited Mount Pleasant residents, service providers on Broadway East, and other local business reps when they got together over the winter to talk about action to help Broadway East steadily improve.

Community members envision making a small impact in just one or two locations to start—and then building from that experience to try something larger while longer-term changes happen with new businesses coming to the street, properties being redeveloped, City modifications to public space, and so on. They picture more people returning to shop, eat, and use other services on Broadway East because they like the street more—and because it’s the buzz.

How would a local business operator gain from participating?

People seeing *you* as an asset, and a valued partner, on Broadway East. A more cheerful public mood. Seeing new faces. Getting to know your neighbours better. Liking even more the location you chose! A contribution could be as simple as putting a poster in your window to advertise a special event. On learning about the project ideas, you may think of something unique, or you could choose one of the suggested ways in which business or land owners can help.

If any of the ideas interest you, please use the contacts in this flyer. Come out on April 27 for the street party at Fraser and Broadway, for a conversation about how to make this happen (Saturday—between 12 and 2:30). Or join your neighbours in an action planning evening on Tuesday, April 30 (6-9 pm) at the Neighbourhood House.

→ Call Jocelyne Hamel at the Neighbourhood House: 604-879-8208 or email weavingppp@mpnh.org– 800 East Broadway.

There are many place-making actions that community members can take to add vitality, warmth and delightful surprise to the area. Ideas in the following short overview came from community members talking with one another – first, in walking the Broadway East area together, then in a “Re-Imagining Broadway East” workshop and follow-up gatherings.

Project 1 – Art Walks on Broadway

The IDEA is to bring art (perhaps a performer, too) and folks interested in art to local businesses, including art in unexpected places, for a few special evenings—a bit like The Drift on Main Street.

This project aims to change the perception of the East Broadway corridor from a place you walk/drive through to *a destination/point of interest*. Community members would like to match artists with unique and unexpected venues (e.g., a “pop up” gallery location perhaps, but also maybe art in a laundromat, car shop, martial arts studio, butcher shop?) and to work with local businesses to host a special evening in a few venues. The first Art Walk could happen in June (on Celebrate Mount Pleasant Day), the second in September, with a few more events in 2014. In creating an artistic offering to *inspire community interaction*, we provide a source of *neighbourhood pride* while *introducing more people* to established businesses on Broadway East

→ Email broadwayeastartwalk@gmail.com to get involved.



Project 2 – Inspirational Walking Tours, Inspirational Signs

The IDEA is Wayfinding: Self-Guided Walks (2014, with preparation over the fall/winter /spring of 2013-14): *using local stories and hidden assets to orient* both the newcomer and the longtime resident to the neighbourhood; possibly adding “Go Local” signs to show pedestrians goods and services and other sweet spots within a 5-minute walk.

Project 3 – Special Event Street Closure & Street Party

The IDEA is to expand on Mount Pleasant Neighbourhood House’s annual street festival (late September) and rebrand it as a community festival focused on the whole of Broadway East and the transformations happening in this neighbourhood. This *MetamorFest* event could, at first, include a number of “off Broadway” locations (e.g., Fraser and Broadway, Prince Albert and Broadway, Guelph and Broadway) focusing on activities at key corners—then, with more experience, make a bigger statement by closing Broadway East for a one-day special event.



The festival will build on the established partnership between the Neighbourhood House and Western Front New Music Society. Planning group representation comprises Kingsgate Mall Merchants Association, Mount Pleasant Business Improvement Area (MPBIA), Mount Pleasant Neighbourhood House staff, Livable Laneways Society, and residents.

Several other local groups have committed to participate in the festival, as they have in the past. MPNH has submitted an application to the City of Vancouver Community Neighbourhood Arts Development grant for the rebranded festival, and is working with the committee to generate additional resources.



Through such a “highly visible to all” step, we celebrate the diversity and cultures in this area through art, music, food, and other demonstrations – and by organizing a street closure and large event, we cultivate the spirit that there is “no hurdle too great in revitalizing this area—*anything is possible.*”

Project 4 – Benches & Planters



The IDEA is to provide benches and planters to locations that the City converts to a street plaza or pocket park (these new amenities still protecting commercial lane access).

The outcome of Phase 1 is a sample bench—following City specifications for maximum size for sidewalk use—to try out in different locations between Prince Edward and Prince Albert.



Phase 2 is a community building blitz which might produce as many as 20 benches and 20 planters for installation throughout the Broadway East area, including new public open spaces.

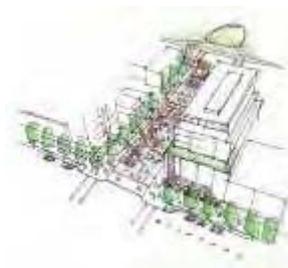
Project 5 – Community Art (Murals, Bench & Tile Trail)

Strengthen relationships through creating something tangible together -- not just talking together! Encourage people to walk the area because of interesting discoveries on both Broadway and side streets. Encourage community members to “dream bigger” and get involved in enhancements of shared spaces. Encourage people to see



the public realm (streets, sidewalks, etc.) as shared space where good connections occur. By beginning with a constructive response to vandalism, show resilience and creativity.

The IDEA is to involve local businesses, community agencies, youth and other community members with one or more artists to conceive, then create public art. Undertake a first project in 2013 at the east end of the shopping district (at Prince Albert). Then add another project at Broadway and Fraser and perhaps another at the west end of the district.



Immediate Next Steps

- PWL continues design work on the plan for Mount Pleasant.
- City of Vancouver staff and PWL liaise on technical feasibility of all recommendations and inter-departmental support for the proposals.
- **April 27** - COV Open House - Presentation boards on view for more individual comment (along with other data from City staff on public benefits strategy and sub-area urban design frameworks). Hosted at the Neighbourhood House. City's Open House preceded by a "street fair" in Fraser Street at Broadway: temporary street closure on location of proposed new public plaza; multiple activities.
- **April 30** - Community ACTION TEAMS meeting at MPNH -Enlivening Broadway East Public Realm
- **Ongoing** – Various community-initiated ACTION INITIATIVES progress, under the leadership of Mount Pleasant residents, local business and community service providers working collaboratively.
- **June 1** - Celebrate Mount Pleasant Day! potentially with 1st Art Walk Night on Broadway East
- **June 15** - Final Open House hosted by City of Vancouver staff before the staff recommendations go to Council—further design and strategy details available at this public event.
- **September 14** - Main Street closure for special event – *Autumn Shift*– MPBIA, Livable Laneways
- **September 29** – Broadway (or "off Broadway" corner venues) - *MetamorFest* + Art Walk Night
- **October 8** - Presentation of Mount Pleasant Public Realm recommendations to Council

Regarding questions raised in the workshop – directed to City and PWL:

- The workshop time allocation was not long enough to respond to all of the questions directed to the design consultants and/or City planner.
- With this report, all outstanding questions have been forwarded to City staff (through Mount Pleasant Community Planner Joyce Uyesugi) and to the PWL design team (through key contacts Margot Long, Derek Lee and Leandre Bérubé Lebrun). See the summary of questions in Appendix 4.
- The Mount Pleasant Neighbourhood House (MPNH) staff can forward a Q&A update to workshop participants (and post the update online) before the City's Open House in mid-June, incorporating any written responses received from these resource persons.
- June 15 – Participate in this City-hosted Open House to see presentations on the more complete design recommendations and to discuss interests with municipal planners then.
- Summer (or September) 2013 – If it happens that there is strong community interest in further conversation on residual questions and questions are substantive enough to warrant investment in another public event, MPNH can host a follow-up dialogue session to help deepen understanding. Alternatively, e.g., if City of Vancouver staff are not available to participate, MPNH, through MPIC member Jocelyne Hamel (Executive Director of the Neighbourhood House), may request of the City that a dialogue be scheduled instead as part of a monthly Mount Pleasant implementation Committee (MPIC) meeting which can be attended by other Mount Pleasant community members.

Appendices 1-5

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This stakeholder engagement process was facilitated by the Mount Pleasant Neighbourhood House with support from the Real Estate Foundation of BC and the Vancouver Foundation, for the benefit of community members, City planners and engineers, and other design consultants.



Appendix 2: OTHER RESOURCES from Community

The following resources were created or acquired through the *Weaving Policy, People and Place Together* initiative of the Mount Pleasant Neighbourhood House. They capture additional community input relevant to the design, programming and ongoing enhancement of public realm in Mount Pleasant.

[Public Realm Workshop – Part 1 March 7, 2013](#)

Summary of community input on the “essence” (distinctiveness) of each of the four shopping areas in Mount Pleasant, on perceived needs and recommended public realm enhancements in each of these sub-areas, descriptive names for the shopping areas, sweet spot maps, and suggestions for effectively linking green spaces in the neighbourhood. March 2013.

[Walkshops Report](#)

Specific to the Broadway East area in Mount Pleasant (including the 5-block shopping district on which the City is focusing revitalization efforts, and extending slightly beyond this shopping area) — this document summarizes the recommendations of 40 individuals who walked this sub-area in small groups over several days in September 2012. Their revitalization recommendations largely concern the public realm.

[Walkers recommendations](#)

These slides illustrate the ideas in the recommendations from walkshop participants –focused on enhancing the Broadway East sub-area. October 2012.

[Walkshops Review – Broadway East](#)

This survey report captures the input of a different group of community members (31 in total) responding to the walkshop participants’ recommendations about public realm changes to make in the Broadway East area. The survey was conducted in early November 2012.

[Inspiration Afternoon Workshop Report](#) – Re-Imagining Broadway East

Additional input from the group of 31 (reviewers of walkshop recommendations) during a weekend workshop on re-imagining this sub-area (Broadway East). November 2012. NOTE: Special places throughout the eastern half of Mount Pleasant were also mapped in a follow-up workshop in mid-November 2012.

[Target Sites suggested for first public realm improvements](#) – in Broadway East

Recommended locations for “early wins” – arising from walkshops with local community members. September-October 2012.

[Broadway East Urban Design – More Neighbourhood Input](#)

Additional and more detailed recommendations (not from a single resident as the report’s sub-title suggests but rather, from a small group of Mount Pleasant residents who took the initiative to not only do further

walkabouts in the Broadway East sub-area but to also research and investigate first-hand (through walking and cycling tours) revitalization projects completed by the City in other neighbourhoods. February 2013

[Rainway – St. George public realm link](#)

This slide show—produced in October 2012—introduces the Rainway **road mural** to a broader audience. Precursor to the more permanent streetscape enhancement desired, this road mural was created in 2012 as part of the St. George (Street) Rainway initiative in Mount Pleasant. It has served as a powerful tool for public awareness, education and community-building. The street mural has heightened interest in the larger vision for the Rainway. Another impact has been to generate wider interest in road art and a keenness to experiment with more such projects in other parts of the neighbourhood.

[St. George Rainway – Weaving \(April 2013\)](#)

This **April 2013** slide presentation by Rita Wong builds on the earlier Rainway slideshow (see above), provides context, and tells a bit more of the process story of developing the rainway. Rita Wong, Associate Professor in Critical and Cultural Studies at Emily Carr University of Art and Design, is one of the co-coordinators of the St. George Rainway coalition of Mount Pleasant neighbours.

[Rainway \(Green Infrastructure\) and Resilience \(of the Community\): Research Project \(Joshua Welsh\)](#)

Also an April 2013 presentation to community members, this slide show summarizes the research focus of Joshua Welsh, Master of Landscape Architecture candidate who is working with the St. George Rainway group. Welsh is investigating the impact on community vitality and capacity – i.e., the development of resilience, useful then for facing many types of community challenges – when stakeholders bridge diversity to work collaboratively on green infrastructure: building it, then also maintaining it.

[Active Laneways](#)

These images show some of the precedents in other countries that have exhilarated the directors and other volunteers and supporters of Livable Laneways Society. The presentation (October 2012) also highlights some of the temporary installations (e.g., stenciled art work), permanent enhancements (e.g., planters), and programming (e.g., fundraising cook-off, fashion show, street theatre, music, craft and vintage goods vendors) undertaken by the Mount Pleasant-based **Livable Laneways** team in 2010, 2011 or 2012.

[Private additions to public realm](#)

This slideshow is an abridged version of a larger inventory completed in the summer of 2012 by planning intern David Godin for the City of Vancouver. This slideshow, produced for members of the Mount Pleasant community, highlights examples *within this local area* of private additions to public or semi-public property, demonstrating how a spirit of welcome can be extended.

[Mount Pleasant Dreams](#)

This is a reflective essay by two Mount Pleasant residents (Travis Pawluk and Naomi Steinberg), both active in various public realm endeavours. It is an imagined walk in the future: a waking dream that captures current desires regarding the neighbourhood's natural landscape and pedestrian pleasures.

[Action Proposals for January 17, 2013](#)

Community input regarding “best action moves to take in the short term” to help revitalize the public realm in the East Broadway shopping district

[Action Proposals for January 30, 2013](#)

Initial action plans to help revitalize the Broadway East public realm, building on the outcomes of December and mid-January workshops re: “first move” actions given highest priority by the community working group (based, *in part*, on the interest and capacity of volunteers to lead these efforts)

[Broadway East Revitalization Action_Proposal_130321](#)

March 2013 summary of further action, including hurdle analysis and adaptive responses, on 5 initiatives to add intriguing elements and greater social interaction to the public realm on East Broadway

Lastly, two documents NOT produced through the *Weaving* initiative, but created with extensive community input and referred to in the body of this report:

[Mount Pleasant Community Plan](#) – approved by Council in November 2010

[Historical Context Statement for Mount Pleasant](#) – created by heritage consultants for the City, with the assistance of a local Working Group of Mount Pleasant residents

Appendix 3: PWL DESIGN PRESENTATION

Click here to open the [full slide presentation](#) (with detailed maps) by the PWL design team



Appendix 4: Community QUESTIONS & City / Designer RESPONSES

In the April 13, 2013 workshop on Mount Pleasant’s Public Realm (with community members, PWL design consultants and City of Vancouver staff), the following questions were raised by community members. Answers that appear in regular font were provided during the workshop. Information source is bracketed.

Any questions answered *after* the workshop (because the workshop was not long enough for every question to be answered before the close) will appear in a later edition of this appendix. Responses provided by the City, the PWL design team or other resource persons, if delivered after the workshop, *appear in italic font*.

New Rapid Transit / Skytrain Impact

Q1 When the subway {or Skytrain} extension is built, where will it run - and where will the station be?

[City response] Two station locations are anticipated: (1) Main and Broadway, and also (2) on Great Northern Way Campus, on the north side of Terminal.

[Translink response] M. Babiuk, a community member who is a Translink planner, offered a further update. “Appreciating that the City has a view about preferred location,” the Translink planner noted that “multiple options are under consideration, and no option has yet been chosen. In *all* options under Translink consideration, there is a station at Main and Broadway. In *some* but not all of the options, there is a station on the GNW campus also.”

[Community comments] “Main / Kingsway / Broadway rapid transit station (if underground) should have entrances/exits at all corners. Note that the Cambie/Broadway station has an entry on one corner only—Please don’t make the same mistake.”

“Route could go above ground to Prince Edward, then turn west underground to continue along Broadway, emerging above ground again at Cambie, and then as streetcar to UBC. Surface route is much less expensive than underground.”

Q2 Will a station for a new UBC transit line from Vancouver Community College (VCC) and Clark Street be located at Kingsgate Mall (intersection of Kingsway and Main)?

See City and Translink responses to Q1 re: Main & Broadway transit station.

Q3 Could the Main/Kingsway / Broadway station include an underground Mall and subway street crossings to eliminate on-grade pedestrian crossings here?

Scope of the Public Realm Design

Q4 Why does the planning process go so few blocks east?

[City response]

In contracting with PWL Partnership to create a Public Realm Plan for Mount Pleasant, the City specifically requested that PWL focus their work on the shopping districts. PWL is working within the scope parameters that the City established as an implementation priority.

Logistics and Financing of Implementation

Q5 How will this all be paid for?

Q6 “If a tax increase is needed to implement this plan, will this be put to a vote?”

Q7 How does a change in use actually happen? (e.g., to convert an existing residential or commercial lot to a park or plaza?) **Would the City purchase land?**

Q8 Re: change of use, Broadway Plaza between Columbia and Manitoba—
can you comment on how a change of use can happen in this particular location?

Q9 What is the action focus?
“Everything, including the kitchen sink, here. KISS. What is the focus for action?”

Q10 Plans for car traffic changes on St. George Street are wanted.
Is there a traffic plan change anticipated as part of the Rainway project?

Q11 How does this public realm plan address community *homeless* concerns?

Walking Routes & Connectivity

Q12 Will there be recommendations made regarding such pragmatics as enhanced sidewalk width? enhanced street lighting, etc.?

Q13 What about closing some streets permanently? Vancouver has some of the “most paving areas” of any North American City . . . “time to give this back to people and nature.”

Q14 Why an attack on cars—why not any non-walking streets in this public realm plan?

Q15 How are we going to better connect Mount Pleasant to Strathcona?
(e.g., across Great Northern Way campus and rail lines?)

Q16 Is there a plan for a central enhanced walking route between Main Street and Commercial Drive?

Safety in Walking Routes

Q17 How will safety be addressed in laneway pedestrian routes?
On the proposed laneway pedestrian routes, how will street crossings be handled? and lighting? Are additional safety measures through other design intended?

Q18 **At Main & 8th, left-turning vehicles** (headed north down Main, then turning left onto 8th Avenue) **are dangerous to pedestrians. How will safety be improved here?**
This is especially a problem during rush hours.

Q19 **How will individual safety issues be addressed elsewhere in the neighbourhood?**
Example: identifying well-lit streets and ill-lit streets; acting on poorly lit areas.

Q20 **Pocket parks attract drinking and drugs. There are 3 new social housing developments in the neighbourhood. How does the plan address this risk?**

Laneways—Garbage Pickup & Trash

Q21 **Dumpsters in laneways . . . livable? Unattractive!!! How would dumpster arrangement change with this plan to make more lanes attractive as pedestrian routes?** How do we reconcile laneway activation with laneways being used for garbage pickup [not restricted to dumpster management only]?

Culture and Connectivity

Q22 **How can we learn from, and respect, First Nations perspectives, histories and knowledge of this area?** [How will that interest and respect be reflected in this plan?]

Q23 **On walkways and bikeways, how can we also make the greater connections to celebrate people and diversity? Inclusion of an “all ages attraction” might be a way?**

Benefits for Business

Q24 **What is in this plan for business?** Will a business owner contemplating moving into one of Mount Pleasant’s shopping districts be able to tell from the final public realm plan what the distinctive shopping area “design directions” are? Will a current or prospective business operator be able to tell, from the final plan, what the feeling / style of a sub-area is? Will the public realm plan for Mount Pleasant’s shopping areas include a description of the types of businesses already clustered (and/or expected to cluster) in this “district”?

Q25 **Adding greenery to shopping streets** is a strong attractor for more pedestrian traffic. But planters or baskets need tending by paid workers: **can the City be responsible for watering plants and cleaning the streets of litter more frequently – as is done in West Vancouver?**

Q26 **Businesses on laneways—like the concept, but currently City of Vancouver will not permit a commercial business to operate with a laneway (only) address. Is there flexibility on the part of the City to change this policy?**

[City response] This level of regulatory detail is not expected to appear in the Public Realm Plan produced by PWL for municipal government. The City is also not likely to change this business licensing policy on a neighbourhood basis: such a change would have to be city-wide. Laneway animation is expected to occur largely through new development—and in this respect, building use that fronts onto the lane can include several types of use: laneway housing, artists’ studios, and potentially also other types of business. The actual address of these laneway businesses might still refer to the street nearest the lane.

Amenities—Current & Potential

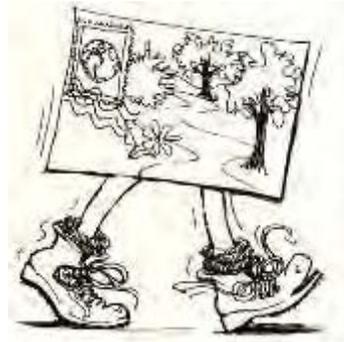
Q27 What is happening to the urban garden on 3rd and Scotia?

Q28 Where can more urban gardens “pop” up in this neighbourhood?

NOTE: Other concerns not directly related to workshop focus/scope:

Q29 How to retain and enhance affordability (housing, etc.) in this neighbourhood?

Appendix 5: Current CIRCULATION HABITS (Community Mapping)



This link leads to [maps produced by community](#) members to show their current patterns: most frequent and favourite routes to walk and/or bicycle.

The PWL design consultants for the City of Vancouver are now analyzing the patterns for commonalities.

One example of residents' discussion of their favoured routes is here:

| MOST POPULAR streets for walking: | Reasons WHY |
|---|---|
| East 13 th Avenue, between Main and Cambie | Gardens, quiet. Access to shopping, chiropractor, etc. Direct route to Commercial Drive. |
| Prince Edward Street & St Georges Street. | Quiet, access to major streets, green / tree lined and community feel to these streets. |
| East 5th | Easy crossing of Main St because there is a traffic light. Useful for cycling, walking and running because of low traffic. Some green/trees. |
| Quebec St | Running route. Low traffic flow. Direct access to sea wall. |
| Broadway | Direct route to Cambie St. – London Drugs etc. Busy street, not used for cycling. |
| East 8th | Direct route to shopping, library, Commercial Drive etc. Quiet, low car traffic. Also used for cycling. Green / tree lined and passes by parks and schools. Community feel. |
| East 10 th | Bike route, low traffic – but requires more clearly designated/outlined bike lane. Quiet. Green/tree lined (in parts). |

Appendix 6: Workshop Team

Mount Pleasant Neighbourhood House (MPNH) host team:

- Project Facilitator – Sylvia Holland – for *Weaving Policy, People and Place Together*
- MPNH staff
 - Jocelyne Hamel (Executive Director)
 - Blanca Salvatierra (Community Developer)
 - Jieni He (Community Developer Intern)
 - Askar Baudin (Facilities Supervisor)
 - MPNH Community Kitchen team
- MPNH volunteers – assisting with recording / small group work
 - Sebastian Merz
 - Sonja van Putten

PWL Partnership landscape architectural team, consultants to COV

- Landscape Architect – Derek Lee
- Landscape Designer – Léandre Bérubé Lebrun
- Landscape Designer – Mary Wong
- Landscape Architectural Technologist – Sarah Dickie

City of Vancouver (COV) presenter / neighbourhood liaison

- Mount Pleasant Community Planner – Joyce Uyesugi

For “hot topic” dialogue recording:

Arterial Walkability (Broadway, Main) – recorder: Jocelyne Hamel (MPNH)

Business District Enhancement – recorder: Sonja van Putten (MPNH)

Combining Cycling / Walking Routes – and Street Crossings -- recorder: Sebastian Merz (MPNH)

Laneway Enhancement – recorders: Jieni He (MPNH) & Derek Lee (PWL)

Inter-Neighborhood Connectivity – recorder: Leandre Bérubé LeBrun (PWL)

Ecological Heritage & Urban Wilderness --- recorder: Mary Wong (PWL)

Aboriginal Heritage, Presence & Culture – recorder: Sarah Vickie (PAWL)