

A photograph of a modern building with a curved glass facade and a red fire hydrant in the foreground. The building has a grey concrete frame and large glass windows. A red fire hydrant is visible in the bottom right corner. On the left, there are trees with green and red leaves, and a banner hanging from a pole. The sky is clear and blue.

MOUNT PLEASANT COMMUNITY PLAN IMPLEMENTATION

OCTOBER 2013

Approved by Vancouver City Council on October 23, 2013

CONTENTS

1 Introduction

1.1	Background	5
1.2	Working with the Community	6
1.3	Overview of Implementation Strategies	7
1.3.1	Broadway East Revitalization Strategy	7
1.3.2	Lower Main Urban Design Framework	7
1.3.3	Public Realm Plan	7
1.3.4	Public Benefits Strategy	7

2 Broadway East Revitalization Strategy

2.1	Introduction	9
2.2	Character	10
2.2.1	Existing Character	10
2.2.2	Future Character	11
2.3	Urban Design Framework	12
2.3.1	Intent	12
2.4	Urban Design Principles	15
2.5	Policies	17
2.5.1	Use	17
2.5.2	Height	17
2.5.3	Density	18
2.5.4	Built Form Guidelines	20
2.5.5	Sustainable Building Design	25
2.5.6	Streetscape	25
2.5.7	Public Open Space	26
2.5.8	Transportation Considerations	27
2.6	Other Revitalization Opportunities	28
2.6.1	Role of the City	28
2.6.2	Role of the Community	28

3 Lower Main Urban Design Framework

3.1	A New Urban Community	29
3.2	Character	30
3.2.1	History and Existing Character	30
3.2.2	Land Use Background	31
3.2.3	Future Character	31
3.3	Urban Design Framework	32
3.3.1	Intent	32
3.4	Urban Design Principles	35
3.5	Policies	37
3.5.1	Use	37
3.5.2	Height	37
3.5.3	Density	38
3.5.4	Built Form Guidelines	39
3.5.5	Sustainable Building Design	45
3.5.6	Views	46
3.5.7	Streetscape and Laneways	47
3.5.8	Public Open Space	49
3.5.9	Transportation Considerations	50

4 Public Realm Plan

4.1	Background	51
4.1.1	Importance of the Public Realm	51
4.1.2	What is the Public Realm?	53
4.1.3	Vision	54
4.1.4	How It Gets Built	54
4.1.5	Meeting the City's Goals	57
4.2	What Makes Mount Pleasant Unique	58
4.3	The Design	60
4.3.1	Public Realm Strategies	60
4.3.2	Design Principles	61
4.3.3	Parks and Plazas	62
4.3.4	Improved Pedestrian Connectivity	72
4.3.5	Cycling Network	82
4.3.6	Public Art and Culture	86
4.3.7	Celebrate the Rich History	92
4.3.8	A Green Canopy	98
4.4	Public Realm Components	107
4.4.1	The Streetscape	107
4.4.2	Streetscape Materials	112
4.4.3	Streetscape Details	114
4.4.4	Public Realm Furnishings	127
4.4.5	Lighting	128

5 Public Benefits Strategy

5.1	Background	129
5.1.1	Introduction	131
5.2	Growth Estimates	131
5.3	Facility Needs Assessments/Project Descriptions	131
5.3.1	Recreational and Library Facilities	131
5.3.2	Social Facilities	132
5.3.3	Cultural Facilities	134
5.3.4	Childcare	136
5.3.5	Parks, Open Space and Access to Nature	139
5.3.6	Affordable Housing	141
5.3.7	Transportation: Walking, Cycling and Transit	144
5.3.8	Transportation: Goods Movement/Major Roads	146
5.3.9	Public Safety and Fire Halls	146
5.3.10	Utilities	147
5.3.11	Other Community Needs: Heritage	148
5.3.12	Other Community Needs: Schools	149
5.4	Cost Estimates & Funding Strategy (2013-2042)	150

6 Appendix

6.1	Summary of Feedback from June 2013 Survey	153
-----	---	-----

Prepared by:

City of Vancouver Planning and Development Services
Community Planning
Urban Design Studio

Public Realm Plan Prepared by:

PWL Partnership Landscape Architects Inc.
Pechet Studio Ltd.

1

INTRODUCTION

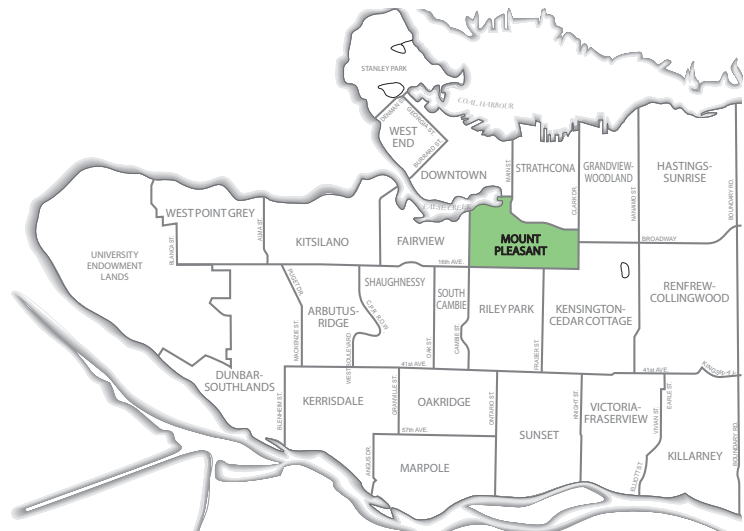
1.1 Background

The Mount Pleasant Community Plan (“the Plan”) was approved by City Council on November 18, 2010. The Plan describes the desired future for Mount Pleasant, identifying what is valuable and should be retained, and what needs to change to accommodate growth or address important issues. The Plan contains principles and policy directions on a number of topics, including housing, character, parks and public realm, land use, built form, transportation, heritage and culture.

In approving the Plan, Council also directed staff to develop:

- A revitalization strategy for Broadway East
- A Public Realm Plan
- A Public Benefits Strategy

This implementation package includes these components with more detailed built form directions to provide guidance for the redevelopment of Lower Main (2nd to 7th Avenue) and Broadway East (Broadway from Prince Edward Street to Prince Albert Street).





1.2 Working with the Community and Acknowledgements

Building upon the community involvement that formed around the development of the Plan, City staff engaged a wide range of citizens in the implementation phase. Methods and events ranged from hand delivering newsletters to businesses, to small meetings and focus groups, to a street festival celebrating the neighbourhood, to workshops and open houses, including an interactive laneway crosswalk demonstration project. Input was sought and received from residents, businesses, service providers, neighbourhood groups and property stakeholders, among others.

A Mount Pleasant Implementation Committee, composed of volunteers from the community, provided advice throughout. A community-based initiative, called "Weaving Policy, People and Place Together" also generated local knowledge and input, which contributed to both the engagement process and the resultant products.

The implementation strategies strive to look to the future while respecting the policy directions contained in the Plan, particularly in regard to revitalizing Broadway East and creating an urban community for Lower Main. The strategies received generally a high level of support from those who participated in the consultation process. The collective goal is that, as Mount Pleasant redevelops over time, it will do so in a way that acknowledges its past and existing character while looking to the future and creating a unique, inclusive, urban locale in the centre of the city.

Special thanks is extended to all who participated in the process, including resident volunteers, local businesses and service providers and the implementation committee, for their time, insights and contributions.

1.3 Overview of Implementation Strategies

This document contains four areas of focus. Two sections, Broadway East Revitalization Strategy and Lower Main Urban Design Framework, relate to specific areas within Mount Pleasant. Two sections, Public Realm Plan and Public Benefits Strategy, have a scope that applies generally to the Mount Pleasant Community Plan Area (see map below).

1.3.1 Broadway East Revitalization Strategy

Section 2: Outlines a strategy to make this area of Broadway a vibrant, diverse and attractive place that better serves Mount Pleasant.

1.3.3 Public Realm Plan

Section 4: Provides guidance for future public realm improvements, building on Plan ideas to activate lanes, link public spaces and build street vibrancy, while integrating the unique character and heritage of Mount Pleasant.

1.3.2 Lower Main Urban Design Framework

Section 3: Provides more detailed direction on building form (e.g. use, height, density), character (e.g. identity, streetwall, frontages), and streetscape requirements in tandem with the Public Realm Plan to supplement the Plan and guide future development.

1.3.4 Public Benefits Strategy

Section 5: Identifies current gaps and future needs for public facilities and amenities such as childcare, open space improvements, cultural spaces and affordable housing, and matches priority needs with available funding sources to guide future capital expenditures.



Mount Pleasant Community Plan Area, with Lower Main and Broadway East indicated.

This page has intentionally been left blank

2

BROADWAY EAST

Revitalization Strategy

2.1 Introduction

The Mount Pleasant Community Plan identified a need to revitalize the Broadway East shopping area. This is the area along Broadway from Prince Edward Street (400-block) to Prince Albert Street (700-block).

The revitalization of Broadway East will require a number of actions, both in the near and longer term, by the City as well as the community. As new development occurs, bringing additional residents and patrons to support local businesses, projects will be required to improve the public realm and streetscape. As rapid transit improvements are implemented, the nature of Broadway will evolve to become more pedestrian-focused while maintaining vehicular movement, including bicycles. Redevelopment of the Kingsgate Mall site will also provide new gathering spaces and more retail opportunities while contributing to a vibrant streetscape.

Ongoing community projects and maintenance activities in the public realm should enhance the physical environment

and contribute to revitalization while building community capacity and pride of place. Businesses and services could work together to strengthen the area's identity. Local artists could be engaged to create and showcase works tied to the place. In time, these actions, particularly if supported through ongoing communication and collaboration among businesses, service providers, residents and the City, should result in the emergence of a strengthened, unique, local shopping area within Mount Pleasant.



Broadway East and Kingsgate Mall site

What's allowed now in Broadway East:

- Zoning: C-2C Commercial District
- Uses: Retail, residential, office, service, cultural
- Height: 4 storeys (13.8 m or 45')
- Density: 3.0 FSR for mixed use development (e.g. residential/commercial)
- Retail, restaurants and service uses encouraged at the street level

What the Mount Pleasant Community Plan (2010) says for Broadway East:

- Uses:
 - » Seek change along this commercial strip to enhance vibrancy, including adding density and height on the north side of Broadway. Encourage a mix of business and residential development, including more medical and dental services.
 - » Require ground floor retail, with office space and social services located above and residential higher up.
- Height:
 - » Up to 6 storeys on the north side of Broadway; investigate permitting additional height between Prince Edward and Guelph and at Fraser on the north side.
 - » On the south side of Broadway, retain existing density and height limits up to 4 storeys.
- Character:
 - » Ensure that Broadway East be kept more local in scale than the Uptown area.
 - » Expand arts and cultural spaces, including space for artists.
 - » Seek quality in design of new buildings.
- Consider potential impacts on views, overshadowing, local traffic and changes to the existing character.
- Include physical, economic and social dimensions, such as public realm improvements, enhanced services and businesses, and a safer environment.

2.2 Character

2.2.1 Existing Character

The Broadway East shopping area is diverse, with both local-serving businesses as well as region-serving specialty businesses that benefit from the busy Broadway corridor. A survey of businesses revealed that at least 15 languages are represented along this stretch. Businesses have been in the neighbourhood ranging from a few months to over 40 years, with most having been in the neighbourhood at least a few years. The majority want to stay in the area.

Broadway East is rich in community services, with organizations providing childcare, support for new immigrants, free meals, seniors programs, crisis services, faith-based services and housing. The area is perceived by some as being unsafe, in part due to the activity associated with some of these services and in part due to the prominence of graffiti, unkempt lanes and neglected storefronts and streetscapes.

Despite this, the neighbourhood is engaged in several ongoing community and placemaking projects. One example is the St. George Rainway initiative, which painted a mural on the St. George Street roadway to acknowledge “te Statlew”, the creek that used to run along that street. Another community group does regular clean-ups of the area, and the artist community (e.g. Broadway East art group) is also active in creating works unique to the area, including art walks and a new art exchange in Guelph Park.

Broadway East contains some buildings on the heritage register, and several other buildings that reflect the area's past as an early “suburb” of Vancouver. Many of the existing buildings are two-storeys, with retail or services on the ground floor. Frontages in the blocks east of St. George Street are generally smaller, while larger parcels and frontages are found west of St. George Street.



2.2.2 Future Character

Broadway East is changing. New developments include an eight-storey social housing and youth resource centre under construction at Broadway and Fraser Street and a mixed use development proposed at Broadway and Carolina Street. A few new businesses have recently arrived in the neighbourhood, and more will be accompanying the new developments. Moreover, any future redevelopment of the Kingsgate Mall site will have a major impact on the character of Broadway East.

The community has expressed that, as redevelopment occurs, the existing community feel and cultural diversity should be preserved. Specifically, the following aspirations have been raised in regard to neighbourhood character:

- **Diversity:** Preserve viability in this area for small-format, independently operated businesses. Foster introduction of merchant types not currently present in the neighbourhood, such as local foods, fresh produce, banking, bookstores, family restaurants, coffee shops and sidewalk cafes/patios.
- **Affordability:** Provide affordable lease and purchase options to support the small, local business ecology.
- **Social services:** Maintain and improve the integration of services.
- **Beautification and placemaking:** Support community-generated initiatives as a way to improve a sense of safety, vitality and identity within the neighbourhood.



View looking northwest along Broadway, including rendering of new housing and youth resource centre at Fraser Street

2.3 Urban Design Framework

The Broadway East Urban Design Framework builds upon the Mount Pleasant Community Plan and provides more detailed direction on building form, use, character and open space considerations. These will be used in the consideration of rezoning and development applications, together with other relevant City regulations and policies.

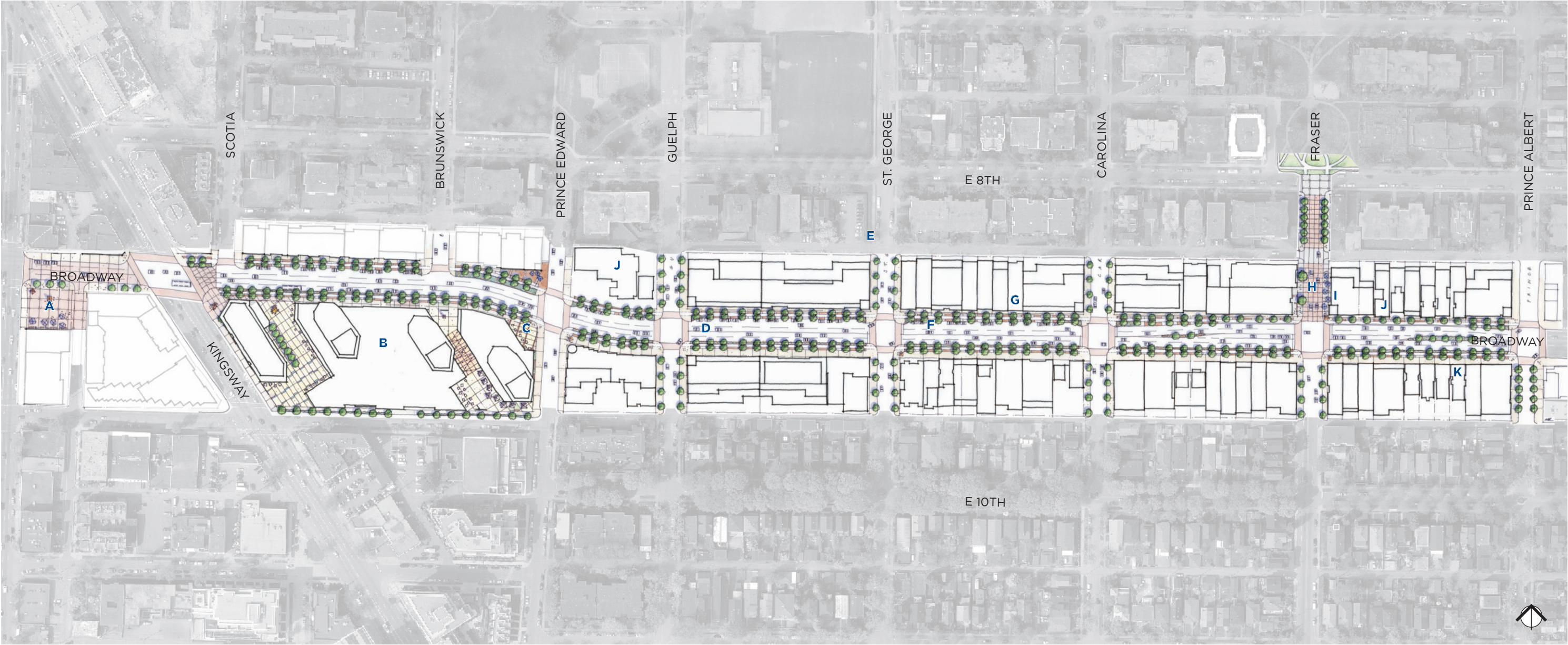
The Broadway East Urban Design Framework should be considered in conjunction with the Mount Pleasant Public Realm Plan (Section 4) and the Mount Pleasant Public Benefits Strategy (Section 5).

2.3.1 Intent

Broadway East between St. George Street and Prince Albert Street currently exhibits a locally and regionally serving “high street” character embodied in many of the older, existing buildings in need of upgrade. These blocks, through sensitive redevelopment, can re-establish a vital, pedestrian-focused shopping area for the local community. Retention, integration and thoughtful interpretation of prevailing character and frontage, while introducing new, innovative building forms at a smaller, more incremental scale, is strongly encouraged. Heights have been considered to balance private views to the north while maximizing daylight to the shopping area’s public realm. Ground oriented commercial uses that engage with pedestrians through visually interesting storefront/lighting/signage design, while ensuring pedestrian comfort through effective weather protection, are required.

The blocks between Prince Edward Street and St. George Street, characterized by larger parcels and frontages, present an opportunity to contribute new job space and add housing in proximity to existing and future transit services. These blocks can contribute to street life and pedestrian vitality in support of the high street immediately east, as well as the anticipated shops and local services to be delivered through redevelopment of the Kingsgate Mall site immediately west. New development in these blocks should contribute to the existing and emerging urban design character for the Uptown precinct further west.

The Kingsgate Mall site offers a unique opportunity to develop a series of buildings and open spaces that will anchor the heart of the Uptown precinct. The site should provide effective transition in built form and scale from a more urban context to established lower scale residential streets. Special public realm and placemaking opportunities for residents to gather are anticipated. Architectural character and expression should reinforce prevailing, and more recently approved, context through thoughtful interpretation, high quality materiality and detailing and artful, crafted elements and features. Local-serving commercial, institutional and cultural activities are anticipated and will continue to contribute to civic vitality and area safety.



- A:** Future transit station
- B:** The large site at Kingsgate Mall is able to accommodate more density and height, an enhanced public realm and additional pedestrian routes
- C:** Urban plaza opportunity
- D:** Reallocate road space to maintain four vehicle travel lanes with parking on the north side when related rapid transit improvements are implemented

- E:** Celebrate and reinforce historic creek
- F:** Maximize street tree opportunities
- G:** Reinforce small frontages to preserve character
- H:** Seek interim improvements (i.e. shared street) to enhance walkability and occasional street closures; continue to explore opportunities to create a community plaza as the area redevelops
- I:** Wrap retail on Fraser Street

- J:** Consider allowing additional height, especially where character buildings are integrated in new development
- K:** Retain heritage and character buildings

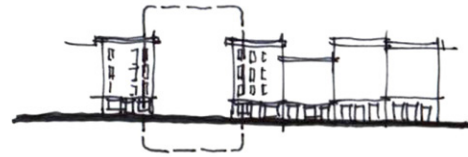
This plan is for illustrative purposes only. It is not intended to be prescriptive, but to clearly illustrate one concept of the complete build-out of Broadway East that would fulfill the intent of this Framework. Implementation will take place incrementally over many years and involve a number of parties including the City, private developers, senior levels of government, non-profit organizations and the community. As implementation occurs, property assembly and individual project design could alter elements of the concept plan.

2.4 Urban Design Principles

These urban design principles provide a broad direction for East Broadway between Prince Edward Street and Prince Albert Street, and the Kingsgate Mall site, taking into consideration this area's history and character, and the directions within the Mount Pleasant Community Plan.

Principle 1

Contribute to Broadway East revitalization and reinforce a unique character through thoughtful and considered redevelopment.



Principle 2

Reinforce and enhance the existing building pattern of smaller frontages to preserve this area's diverse, eclectic character.

Principle 3

Provide more open space opportunities on development sites and through creative use of lanes, sidewalks and roads to create small public gathering spaces including mini parks and urban plazas.



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

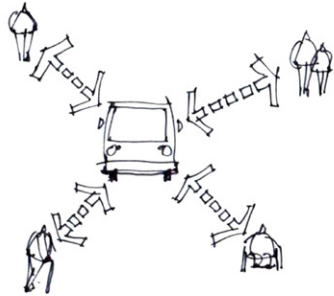
Principle 4

Achieve greater walkability along East Broadway by improving the pedestrian environment through wider sidewalks, open spaces and other pedestrian amenities.

Principle 5

Promote and accommodate cycling and connections, including exploring potential dedicated cycling facilities to serve the commercial areas.





Principle 6

Encourage and support transit use by improving the pedestrian environment and connections, recognizing that every transit trip begins on foot. In the event of rapid transit on Broadway, reallocate road space to improve the public realm and consider dedicated bike facilities. Allocate space to support public bike share, which provides a unique opportunity for trip linking with transit.

Principle 7

Encourage community stewardship and programming of the public realm to help build community and achieve a variety of open space opportunities and potential activities.



Principle 8

Recognize existing older buildings that contribute to the area's character and identity; retain/re-purpose and integrate these as part of new development.

Principle 9

Promote a local shopping street character around Broadway and Fraser by encouraging small frontages and local-serving retail.

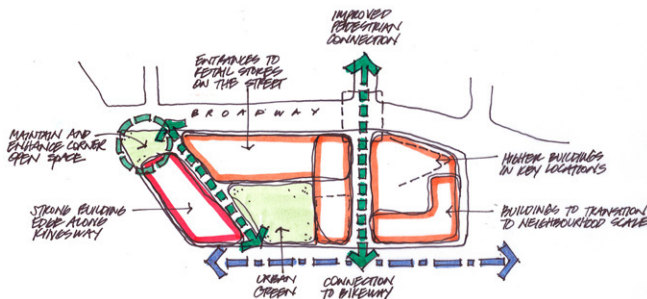
Principle 10

Promote a mixed use residential and jobs-focused area between Prince Edward Street and St. George Street and continuing toward the Uptown precinct to the west.

Principle 11

Kingsgate Mall site:

- Recognize the potential for this large site to enhance civic life in Mount Pleasant through redevelopment, with the creation of public open space, active edges and a series of buildings.
- View this as an anchor site transitioning from more active and denser Uptown to the local-serving shopping character of Broadway East.
- Building height and form should respect the "hilltown" concept on Main Street and local context while integrating anticipated new higher building forms.
- On the Kingsway frontage, emphasize the historical alignment of the street.



Initial concept principle for the Kingsgate Mall site
(Mount Pleasant Community Plan 2010)

2.5 Policies

The following policies apply to rezonings and redevelopment in Broadway East.

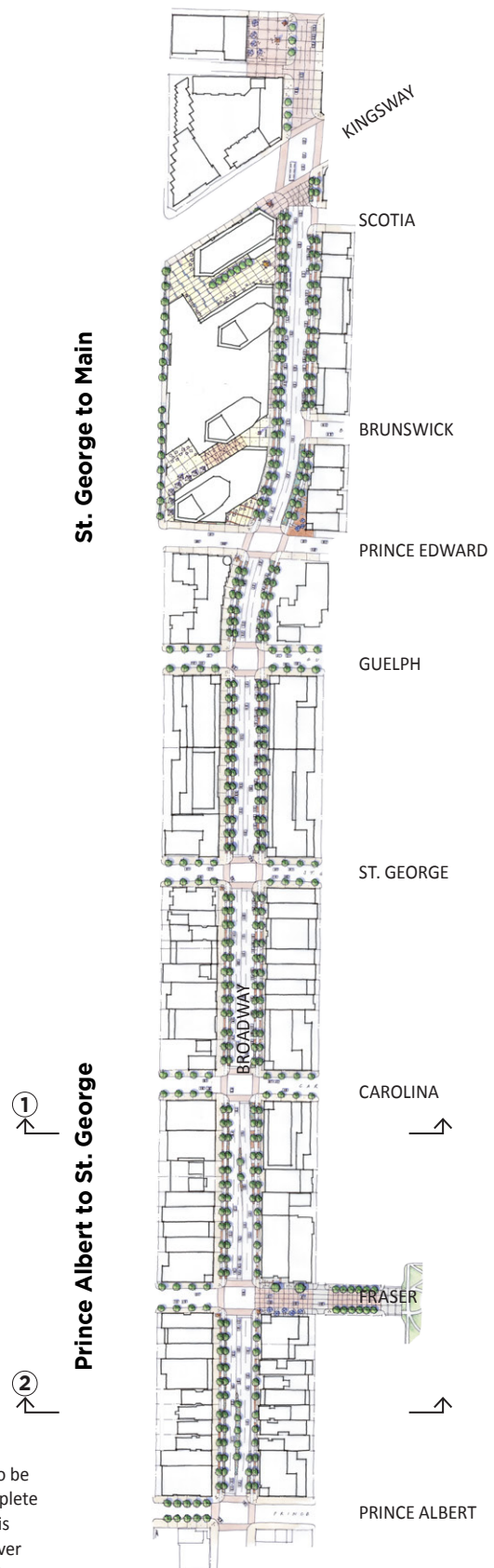
2.5.1 Use

- A mix of uses will be allowed, including residential, office, retail and cultural.
- Ground level uses and respective retail frontages should serve an animation/activation function along frontages.

2.5.2 Height

- North side of Broadway: Subject to public view, shadowing, overlook and livability impacts on adjacent/nearby sites:
 - » Facing Fraser Street: Up to 8 storeys (approximately 25 m or 85')
 - » Between Prince Edward Street and Guelph Street, and between Fraser Street and Prince Albert Street: Up to 8 storeys (approximately 25 m or 85') with a retained character building that strengthens the area character and identity through appropriate built form, uses and architectural expression
 - » Otherwise, up to 6 storeys (approximately 19.8 m or 65')
- South side of Broadway:
 - » Up to 4 storeys (approximately 13.8 m or 45')
- Kingsgate Mall site:
 - » The maximum height is 54.9 m or 180'
- For the purposes of the Broadway East Urban Design Framework, typologies are defined as follows:
 - » Lowrise: 1 to 5 storeys
 - » Midrise: 6 to 12 storeys
 - » Highrise: 13 or more storeys

This plan is for illustrative purposes only. It is not intended to be prescriptive, but to clearly illustrate one concept of the complete build-out of Broadway East that would fulfill the intent of this Framework. Implementation will take place incrementally over many years and involve a number of parties including the City, private developers, senior levels of government, non-profit organizations and the community. As implementation occurs, property assembly and individual project design could alter elements of the concept plan.



2.5.3 Density

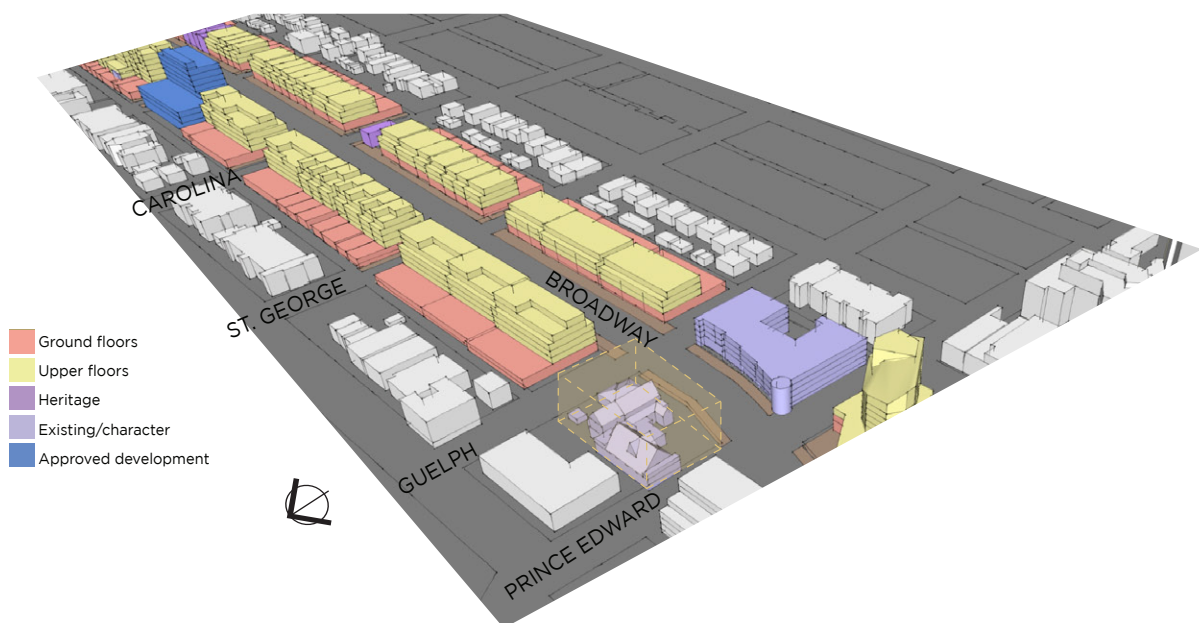
The maximum density is as follows:

- North side of Broadway: 3.25 FSR, except:
 - » Facing Fraser Street: 4.25 FSR
 - » Between Prince Edward Street and Guelph Street, and between Fraser Street and Prince Albert Street, where additional height is granted per section 2.5.2: also 3.25 FSR
- South side of Broadway: 3.0 FSR
- Kingsgate Mall site: 5.0 FSR

The maximum floor space ratio (FSR) is based on intended urban design performance for the area. The development potential of an individual site may be less depending on lot size or shape, building form and typology, and the height and scale appropriate for its location.



Massing concept facing northwest: Illustrating potential full build-out of Broadway East



Massing concept facing southeast: Illustrating potential full build-out of Broadway East

2.5.4 Built Form Guidelines

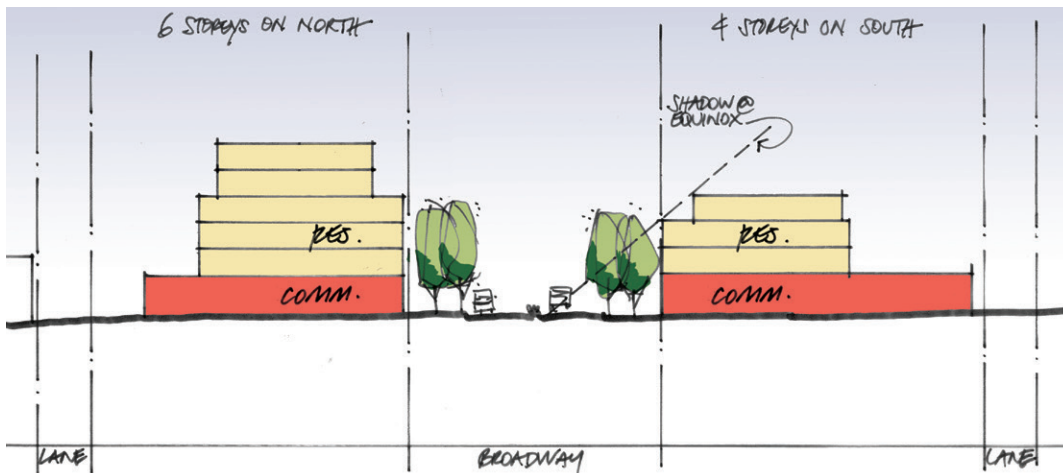
Introduce new contextual buildings, as well as extend the life of important older character buildings, through thoughtful re-purposing and viable integration. Explore innovative approaches to built form, while reinforcing and improving upon the overall established character of East Broadway as an important shopping street.

Building volumes should be arranged to minimize shadowing on public spaces such as sidewalks and public plazas.

Development setbacks will be sought, particularly on the north side of the street, to expand the public realm and sidewalks where possible. The recommended sidewalk width is 5.5 m (18') from curb to building.

A strong, continuous streetwall is desired along Broadway.

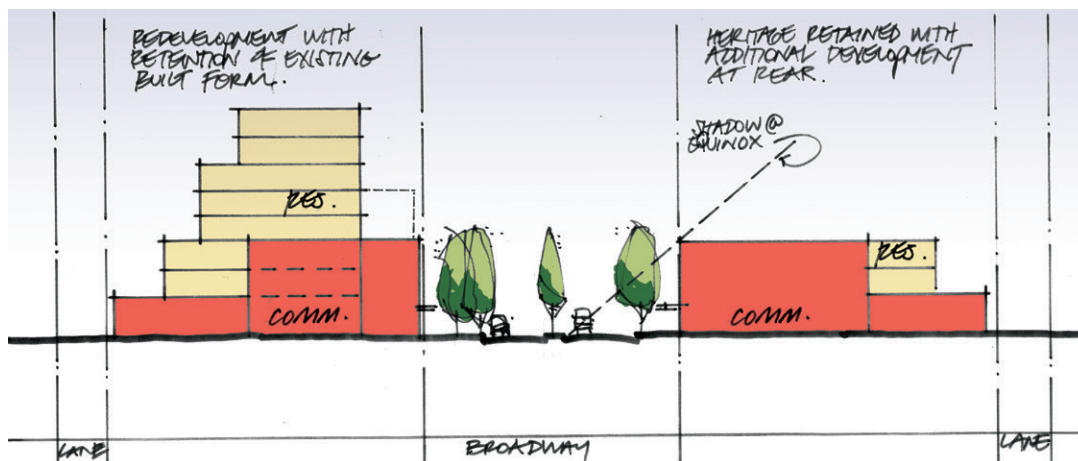
- On the north side of Broadway, for buildings up to 6 storeys, provide a streetwall height of 4 storeys (5th storey to be set back a minimum 2.4 m or 8').
- On the south side of Broadway it is expected that prevailing regulations will be followed regarding building massing.



Section 1 facing east, showing new buildings: Diagrammatic section illustrating streetwall, setback and use concepts

Ground floor frontages should be clearly delineated with architectural features and fenestration patterns that emphasize a scale appropriate for neighbourhood-serving retail.

- Frontages between St. George and Prince Albert Streets should reflect more local-serving, smaller scaled shops with frontages and awnings up to a maximum of 10 m (33').
- Frontages should respond to the rhythm of existing buildings and reflect the fabric of the neighbourhood.
- Floor-to-floor heights for ground floor space should be a minimum of 4.3 m (14').
- Pedestrian experience should be considered in designing frontages. Facade treatments that create a perception of continuous walls are discouraged; open and individual entrances when viewed from the sidewalk are encouraged.
- Articulation of facades (projections, bays) is encouraged.
- Weather protection should be provided to facilitate year-round pedestrian comfort. Canopies and individual shop awnings can contribute to the desired scale and vibrancy of the street.
- Frequent doors and windows, with few blank walls, are encouraged.



Section 2 facing east, showing redevelopment with retention of existing built form: Diagrammatic section illustrating streetwall, stepback, and use concepts

The Kingsgate Mall site redevelopment is intended to be planned as a series of appropriately scaled buildings that:

- Define and shape public open spaces, including a large scaled public plaza near Broadway and Kingsway.
- Introduce public open space at desired corners.
- Create a commercial and/or mid-block north-south pedestrian mews to reduce the scale of the podium, and achieve more active frontage and pedestrian permeability.
- Improve CPTED (Crime Prevention Through Environmental Design) performance given the large site size.
- Taller buildings should provide transitional scale by deferring to buildings at Kingsway/Broadway.

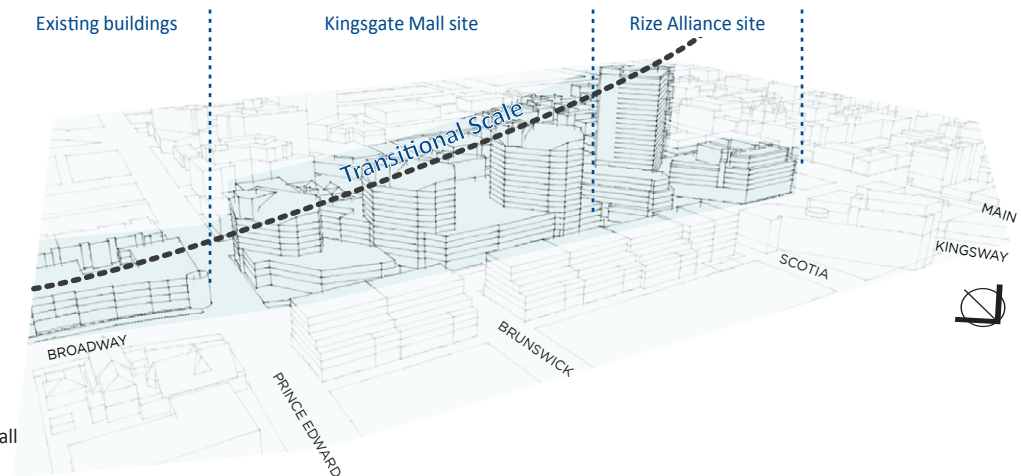


Illustration of potential Kingsgate Mall site massing deferring to height at Kingsway/Broadway

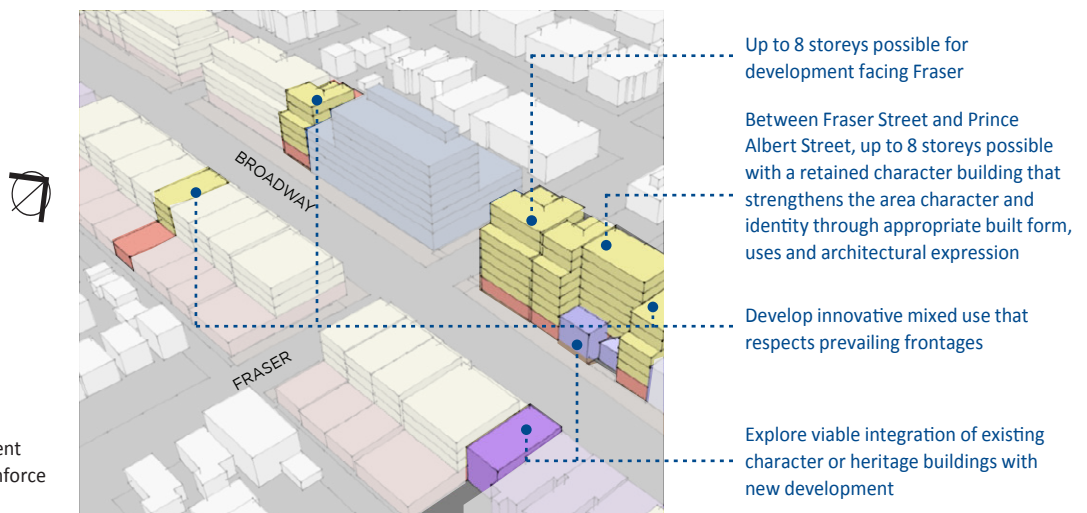
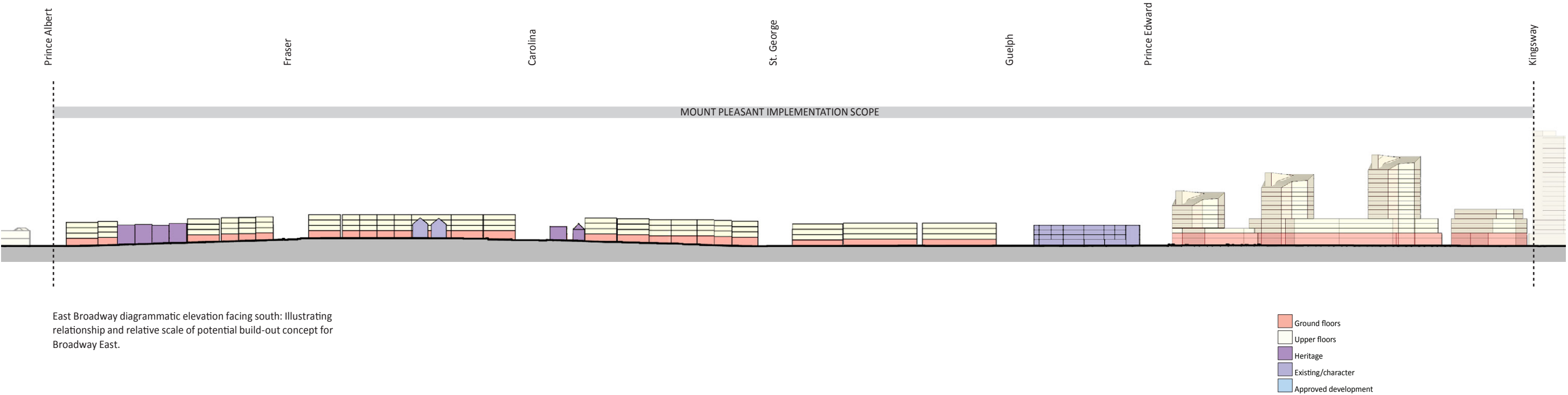
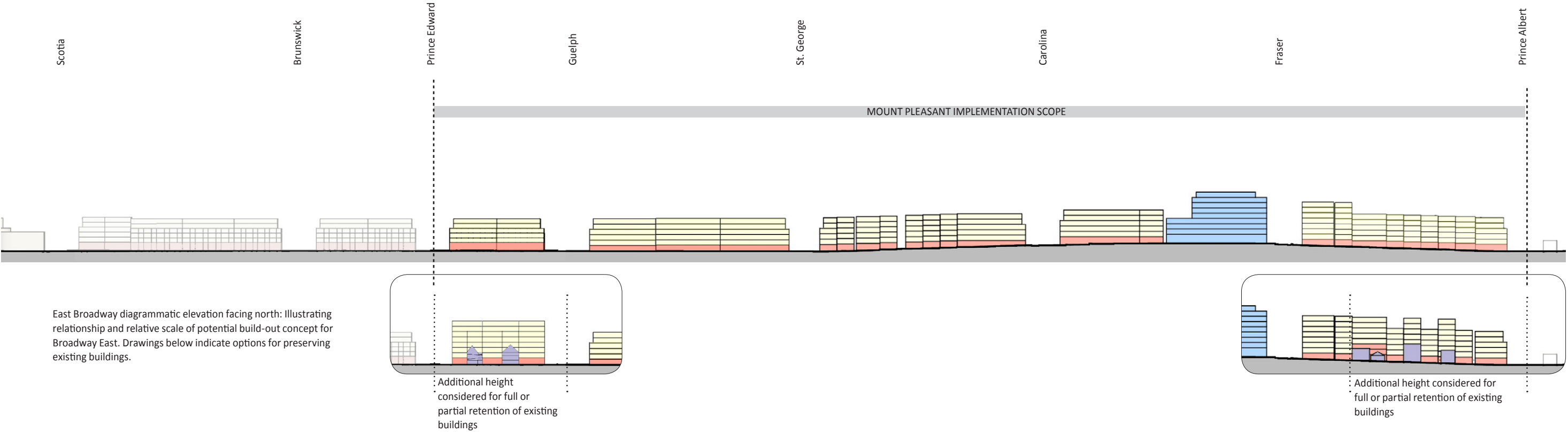


Illustration of possible development concepts for new buildings to reinforce character of Broadway East



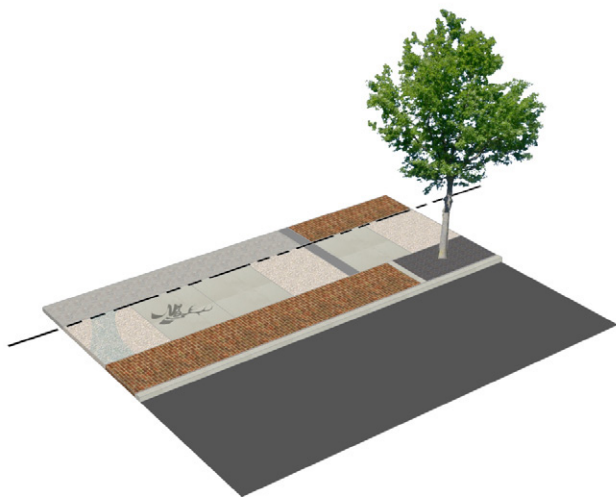
2.5.5 Sustainable Building Design

All new developments in Broadway East are subject to the City's Green Building Strategy for New Buildings. All rezoning applications are subject to the City's Rezoning Policy for Greener Buildings. As sustainability policies develop city-wide, those requirements will apply.

2.5.6 Streetscape

An improved streetscape and pedestrian network are important to the overall image and character of Broadway. Streetscape design plays an important role in improving the quality and safety of the public street experience for pedestrians and cyclists. It is expected that the new pedestrian environment, from the curb to the new building face, will provide for a rich mixture of functions including meandering, walking, shopping, seating and watching.

(Italicized text indicates directions taken from the City of Vancouver Transportation 2040 Plan.)



Walking

Make walking safe, convenient and delightful, and ensure streets and sidewalks support a vibrant public life that encourages a walking culture, healthy lifestyles and social connectedness.

- Enhance the public realm on Broadway by widening sidewalks where possible, developing curb bulges, allowing parklets, and providing amenities such as street trees, furniture and buffers between pedestrians and moving traffic.
- Seek to improve and create additional pedestrian crossing opportunities across Broadway.
- Continue to prioritize pedestrian improvements on residential streets with higher pedestrian volumes, close to schools, community facilities or other destinations, or a history of collisions.
- Complete the sidewalk network in areas of the neighbourhood that currently lack sidewalks.

Cycling

Make cycling feel safe, convenient and comfortable for people of all ages and abilities. Prioritize connections to important destinations like schools, community centres, transit stations and shopping areas.

- Support improved integration of cycling and transit by:
 - » Providing bike parking and bike storage at a future rapid transit station at Main Street and Broadway
 - » Providing safe, convenient connections between rapid transit stations and the existing cycling network
 - » Considering bike access and movement as part of station upgrades
- Consider developing cycling facilities along Broadway to serve emerging high cycling conditions. Opportunities may be found through development setbacks and reallocation of road space following the introduction of rapid transit along Broadway.
- Support the future public bike share program expansion into Mount Pleasant. Where feasible, stations for the City's public bike share system will be sought on public streets, sidewalks, plazas and private property. Stations are to be designed based on siting principles and requirements (e.g. size, surface treatment, power) provided by the City's Engineering Department.
- Support improved bike access on Broadway by providing sufficient bike parking.

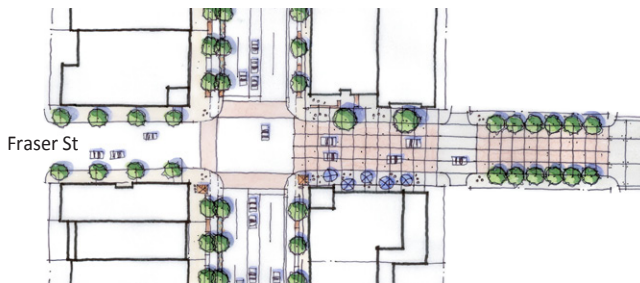
For specific detailing of the streetscape, refer to the Mount Pleasant Public Realm Plan (Section 4).

2.5.7 Public Open Space

The Mount Pleasant Public Realm Plan includes “Parks and Plazas” as a key strategy to help create an eclectic, varied, unique public realm that reflects the community’s history and character and the people who live there. Recommendations from the Public Realm Plan include the following pertaining to public open space in Broadway East:

- Continue to explore open space, mini park and plaza opportunities for East Broadway between Main Street and Prince Albert Street.

For further detail on public open space opportunities, refer to the Mount Pleasant Public Realm Plan (Section 4).



Potential open space concept for Fraser Street and Broadway

2.5.8 Transportation Considerations

(Italicized text indicates directions taken from the City of Vancouver Transportation 2040 Plan.)

Transit

Support transit improvements to increase capacity and ensure service that is fast, frequent, reliable, fully accessible, and comfortable.

- Support improved frequency and reliability of existing bus routes.
- Support high capacity rapid transit on the Broadway Corridor.
- Support improved transit connections between rapid transit lines (existing and future).
- Enhance bus waiting areas as part of overall improvements to Broadway.

Goods Movement and Loading

Support the efficient movement and delivery of goods and services, while reducing negative impacts to the community and the environment.

- Carefully consider and manage impacts to transit, services and deliveries, traffic congestion and parking when expanding or improving walking and cycling routes, or when implementing measures to give pedestrian and cycling priority at intersections.
- Continue to support local businesses by planning for loading and deliveries and by ensuring potential customers have exposure and convenient access.

Motor Vehicles and Parking

Manage the road network efficiently to improve safety, minimize congestion, and support a gradual reduction in car dependence. Make it easier to drive less. Accelerate the shift to low-carbon vehicles and car-share alternatives.

- Continue to look for opportunities to enhance pedestrian comfort and public realm along major arterials by extending parking hours or removing parking restrictions. Opportunities may be found through the introduction of rapid transit on Broadway at which point roadway requirements to accommodate buses in peak hours may change.



2.6 Other Revitalization Opportunities

2.6.1 Role of the City



Hummingbird (Artists: Anne Marie Slater and James Harry)

As part of the development of the Revitalization Strategy, the City created opportunities for the Broadway East community to connect with each other at various events, including focus group meetings, a neighbourhood clean-up and a street festival on Fraser Street. A business survey was conducted to identify key issues, with cleanliness and the appearance of the street and buildings being a primary concern. Staff subsequently involved the City's Integrated Graffiti Management Program to address graffiti in the area and, together with the community, brought three new murals to Broadway East. In order to assist with business organization and area promotion, City staff created a community newsletter catered to businesses, as well as a business directory, which the community is being encouraged to take over for updating.

Moving forward, the City's key role in revitalizing Broadway East will be regulating physical change that will come through redevelopment. The City will also continue supporting revitalization through various programs (e.g. Integrated Graffiti Management Program, Keep Vancouver Spectacular, Business Improvement Area (BIA) Program). Through existing resources and programs, the City will encourage and support the community in working together to improve and promote the area.

2.6.2 Role of the Community

For revitalization to succeed over the long term, the community will need to remain engaged, improve in its organization (e.g. businesses), and encourage ongoing stewardship of community projects and the public realm. As new business opportunities arise through redevelopment, the local community can reach out to their networks and encourage them to locate in Broadway East. The adjacent Mount Pleasant BIA may also be able to provide advice based on its experience. Moreover, community initiatives can contribute significantly in beautifying and animating the public realm, delivering projects such as greening, public art, laneway activities, art walks and street festivals. These activities can help build, strengthen and sustain community capacity, which will be the backbone in the revitalization of Broadway East.



3

LOWER MAIN Urban Design Framework

3.1 A New Urban Community

The Mount Pleasant Community Plan established that Main Street between 2nd and 7th Avenue should develop into an urban community with a mix of residential, office and retail uses, with expanded arts and culture spaces. Given the permission to allow residential uses in an existing light-industrial/commercial zone, it can be expected that the change in this part of Mount Pleasant will be quite pronounced. Within this anticipated change, it is important for any transformation to respect the area's industrial history and continue to provide jobs. The Lower Main Urban Design Framework provides guidance on future development to create a distinct urban community on the edge of Vancouver's downtown.



Lower Main

What's allowed now:

- Zoning: IC-2 Light Industrial/Commercial
- Uses: Manufacturing, storage, office, artist studio, retail, service
- Height: Maximum height of 18.3 m (60')
- Density: Maximum 3.0 FSR; non-light industrial uses limited to 1.0 FSR or 1.5 FSR if office

What the Mount Pleasant Community Plan (2010) says:

- Uses:
 - » Create an urban community with a mix of residential, office and retail uses; expand arts and culture spaces.
- Height:
 - » Up to 6 storeys for mixed use development.
 - » Investigate permitting additional height at the intersections of Main Street with 2nd Avenue and with 7th Avenue.
- Character:
 - » Link the historical and industrial aesthetics in new development.
 - » Promote and embed architectural innovation and experimentation.
- Public realm:
 - » Widen sidewalks and improve pedestrian crossings.
 - » Create more small public open spaces and plazas.
- Retain important public views; clarify dimensions of the Main Street view cone.

3.2 Character

3.2.1 History and Existing Character

The Lower Main area is rich in both history and character. For thousands of years, a freshwater creek ran parallel to today's Main Street (roughly one block to the east). This creek was significant to the local First Nations people who enjoyed an abundance of fresh water, fish and many plants and animals in the surrounding habitat.

By the 1880s, the land in this area, known at that time as "The Hill", was cleared to make way for further settlement in anticipation of the arrival of the railway. Soon after, small industries, including a number of breweries, began to cluster along both sides of the creek, which soon became known as Brewery Creek. The arrival of the streetcar along Main Street in 1891 spurred further growth. For a while, the area earned the nickname "Honeymoon Hill" as young couples could purchase less expensive lots on "the edge of town." Workers would ride the streetcar down "The Hill" to jobs in the sawmills, shingle mills and other heavy industries that lined the perimeter of False Creek – the industrial heart of Vancouver.



3.2.2 Land Use Background

The 1927 Bartholomew Plan shows the first formal designation of the area along Main Street from 2nd to 7th Avenue as a “6 storey light industrial district.” Vancouver’s first official Zoning and Development By-Law came into effect in 1956 and the area was zoned M-1 Industrial.

In 1987, City Council adopted a Community Development Plan for Mount Pleasant that identified this industrial sector of Mount Pleasant as “an economic activity zone” to facilitate the growth of non-downtown enterprises. The Plan called for a new zoning that would accommodate a range of uses, but not allow purely retail, commercial-office or other “non-industrial” uses (similar to C-3A zoning). Based on further analysis, the area was zoned to IC-2 permitting light industrial uses that would be generally compatible with each other and with residential and commercial uses nearby.

The 1987 Plan also recognized an eclectic collection of historically and culturally important activities in the area and the close proximity of a number of theatrical and art organizations. The plan called for a pilot project to create zoning which would incorporate industrial uses, artist studios and accommodation, and this gave rise to the artist live/work studios that emerged in the adjacent area in subsequent years.

When the Mount Pleasant Community Planning Program was initiated in 2007, it anticipated that Main Street from 2nd to 7th Avenue would become a vibrant commercial and shopping district with a mixture of compatible residential uses. The Community Plan, approved by Council in 2010, provided direction to create an urban community here, with a mix of residential, office and retail uses. It also set out that arts and culture spaces should be expanded, and that more small public open spaces should be created. As such, this stretch of Main Street is no longer designated industrial, but mixed use (general urban) in the Regional Growth Strategy.

3.2.3 Future Character

The sloping topography of Main Street will continue to be a defining feature and asset for this area. The analysis of views and vistas as part of development proposals should recognize and respond to the opportunities provided by this topography, particularly on the east side of the street where views have not been compromised. New development will include a variety of uses, bringing more interest and activity to the area, along with more jobs and residents to help enliven the public realm. Through design, the public realm itself will evolve into eclectic, pedestrian-focused spaces that connect interesting and important places, and that reflect Mount Pleasant’s diverse history. Adjacencies to the high employment Mount Pleasant Industrial Area to the west and artist live/work studios to the east will also continue to influence the character and identity of Lower Main.

Main Street at 2nd Avenue marks the “threshold” to Mount Pleasant from more intensive building forms in downtown and the False Creek basin. Between 3rd Avenue and 6th Avenue, a regulated “pattern” of mid-rise buildings can help signal an alternate urban character. From 6th to 7th Avenue, new development should convey a transition to the “triangle block” formed at the intersection of Broadway, Main and Kingsway, which is recognized as the heart of the community.



3.3 Urban Design Framework

The Lower Main (2nd to 7th Avenue) Urban Design Framework builds upon the Mount Pleasant Community Plan and provides more detailed direction on building form, use, character and open space considerations. These will be used in the consideration of rezoning and development applications, together with other relevant City regulations and policies.

The Lower Main Urban Design Framework should be considered in conjunction with the Mount Pleasant Public Realm Plan (Section 4) and the Mount Pleasant Public Benefits Strategy (Section 5).

3.3.1 Intent

Main Street is recognized as an important crosstown street with historic significance and potential as a civic gateway to and from the downtown. The more specific goal for Main Street from 2nd to 7th Avenue is to create pedestrian vitality while visually connecting upper Main Street (Uptown sites including the Kingsgate Mall and Broadway/Kingsway) with both established and new lowland neighbourhoods in Southeast False Creek and Main/Quebec fronting sites. Careful attention to public views and shadowing impacts is required.

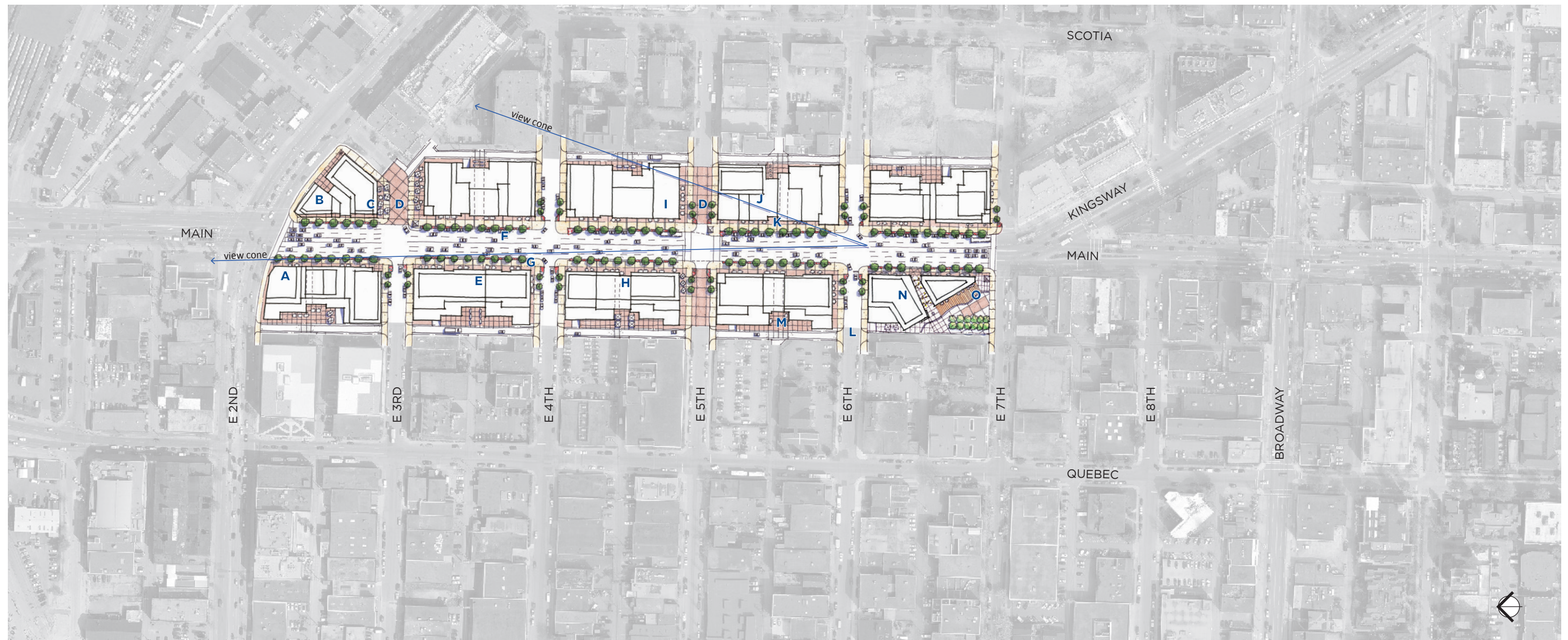
Architecturally and historically significant existing buildings should be retained and/or integrated into new development, to reinforce Main Street's role and character. New buildings should reflect prevailing and historic ownership patterns and frontage scale, while accommodating new mixed-use development opportunities. Building form, and related character and expression, should reinforce Main Street as an arterial corridor through urban, "streetwall" buildings that derive their identity from the larger Mount Pleasant context as well as adjacent light industrial areas.

New development should contribute to civic life through the introduction of ground floor uses that provide visual interest for both the Main Street and lane frontages. Ground floor spaces, with high quality storefront, display, weather protection, lighting and signage systems should be designed to accommodate an array of uses over time including light industrial and commercial/retail spaces. Buildings are also anticipated to contribute to lanes with respect to civic life and CPTED (Crime Prevention Through Environmental Design) performance while enhancing walkability. Opportunities for street and lane oriented double fronting tenancy, including more distinctive and visually interesting activities, are encouraged.

Lower Main (2nd to 7th Avenue)

Urban Design Framework

Illustrative Concept Plan



A/B: Symmetrical scale to mark “threshold” / entry to Mount Pleasant

C: Wrap retail around corners to enhance vitality on flanking streets

D: Seek interim improvements (i.e. shared street) to enhance walkability and occasional street closures; continue to explore opportunities to create public open space as the area redevelops

E: West side: building massing organized parallel to Main Street

F: Reallocate road space and seek to preserve full time parking on east side

G: Maximize street tree opportunities

H: Facade articulation and variation resulting in expressive entrances and neighbourhood scaled frontages

I: East side: building massing organized perpendicular to Main Street

J: View cone limits building heights on east side of Main Street

K: Robust public realm with street trees, furniture, wider sidewalks, etc.

L: Potential mid-block crossings at lanes

M: Active lanes: additional public space connected to ground floor activities off lane as part of overall pedestrian network

N: City-owned site from 6th to 7th Avenue: Potential affordable housing with public open space

O: Public space fronting both Main Street and the lane

This plan is for illustrative purposes only. It is not intended to be prescriptive, but to clearly illustrate one concept of the complete build-out of Lower Main that would fulfill the intent of this Framework. Implementation will take place incrementally over many years and involve a number of parties including the City, private developers, senior levels of government, non-profit organizations and the community. As implementation occurs, property assembly and individual project design could alter elements of the concept plan.

3.4 Urban Design Principles

These urban design principles provide a broad direction for Main Street from 2nd to 7th Avenue, taking into consideration this area's history and character, and the directions within the Mount Pleasant Community Plan.

Principle 1

Respond to Mount Pleasant's "hilltown" identity through appropriate building height and character that work with the natural slope to retain and enhance the perspective of a hilltown view up the slope toward the heart of Mount Pleasant.



Principle 2

Foster a vibrant, mixed use urban community on Main Street that includes residential, retail, commercial and service uses while retaining the light industrial character and acknowledging high employment uses to the west.



Principle 3

Provide more open space opportunities through creative use of lanes, sidewalks and roads to create small public gathering spaces including mini parks and urban plazas.

Principle 4

Improve the public realm through redevelopment by focusing on placemaking toward a distinct local identity (e.g. sidewalk treatment) and fostering civic life (e.g. wider sidewalks for outdoor seating areas, gathering spaces).

Principle 5

Encourage community stewardship and programming of the public realm to help build community and achieve a variety of open space opportunities and potential activities.



Artist's rendering: Potential public open space at 3rd Avenue and Main Street



Principle 6

Create a network of active lanes, attractive and safe for pedestrians while maintaining their functional uses, in order to improve pedestrian connectivity and contribute to community character.

Principle 7

Promote and accommodate cycling and connections, including exploring potential dedicated cycling facilities to serve the commercial areas.

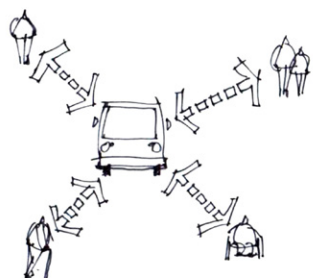


Principle 8

Encourage and support transit use by improving the pedestrian environment and connections, generally recognizing that every transit trip begins on foot. Allocate space to support public bike share, which provides a unique opportunity for trip linking with transit.

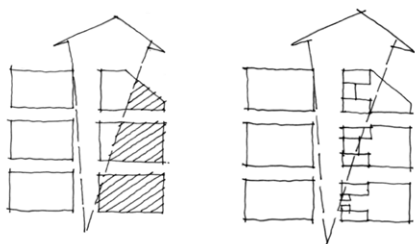
Principle 9

Support architectural innovation by welcoming contemporary buildings that fit into the existing neighbourhood character, while also retaining and enhancing existing older character buildings.



Principle 10

Retain the Main Street View Cone and encourage buildings to organize form (massing) in a variety of ways that protect views while providing a cohesive streetscape.



3.5 Policies

The following policies apply to rezonings and redevelopment in Lower Main.

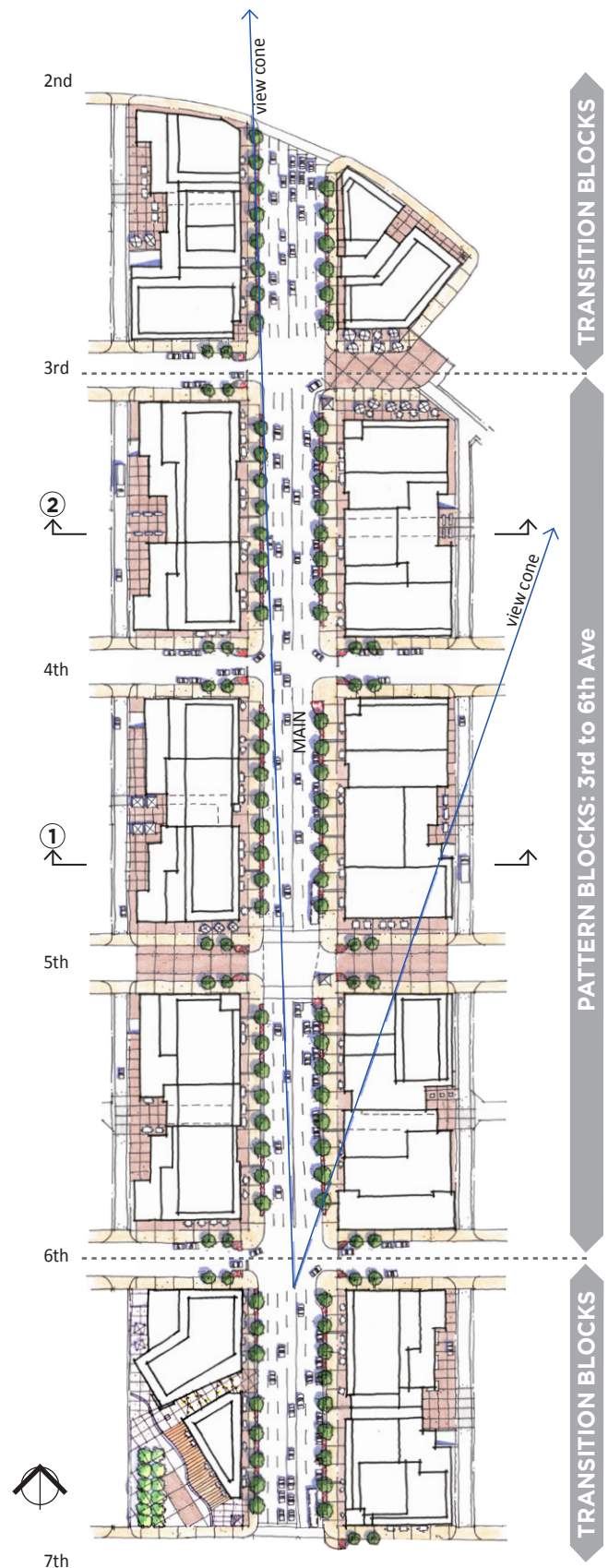
3.5.1 Use

- The priority for ground level uses is to serve an animation/activation function along frontages (arterial street, flanking street, lane). A mix of uses including office, retail, cultural and light industrial are permitted on the first storey. A limited amount of residential use may be considered to help fulfill the desire to animate the lane.
- Residential uses are permitted on upper storeys. Commercial use is also strongly encouraged.

3.5.2 Height

Building heights are intended to act as a gateway to Mount Pleasant and reinforce Mount Pleasant's "hilltown" character. Given the slope along Main Street, it is expected that on larger parcel assemblies, stepping of the overall building form will be required in order to meet the intent of the prescribed building heights. Special attention will need to be given to ground floor treatment to ensure that an active frontage is maintained on sloped sites.

- 2nd to 3rd Avenue: On the east side of Main Street, up to the maximum height prescribed by the Main Street view cone (ranging from approximately 30.4 m to 35.5 m or 100' to 116') (see section 3.5.6). Height limit to also apply to the west side of Main Street to create a balanced scale across the two blocks.
- 3rd to 6th Avenue: Up to 6 storeys (approximately 19.8 m or 65') at any point, and respecting view cone dimensions on the east side of Main Street.
- 6th to 7th Avenue: Up to 9 storeys (approximately 30 m or 98') and providing appropriate transitions to adjacent properties.
 - » On the east side of Main Street, 9 storeys to be focused on the south half of the block, with the remaining block up to 6 storeys.
 - » On the west side of Main Street, where a single site exists, 9 storeys to be focused on the southern portions of the site, with transitions to the scale north of 6th Avenue. Options for building orientation, massing and open space may vary based on urban design performance.
- For the purposes of the Lower Main Urban Design Framework, typologies are defined as follows:
 - » Lowrise: 1 to 5 storeys
 - » Midrise: 6 to 12 storeys
 - » Highrise: 13 or more storeys



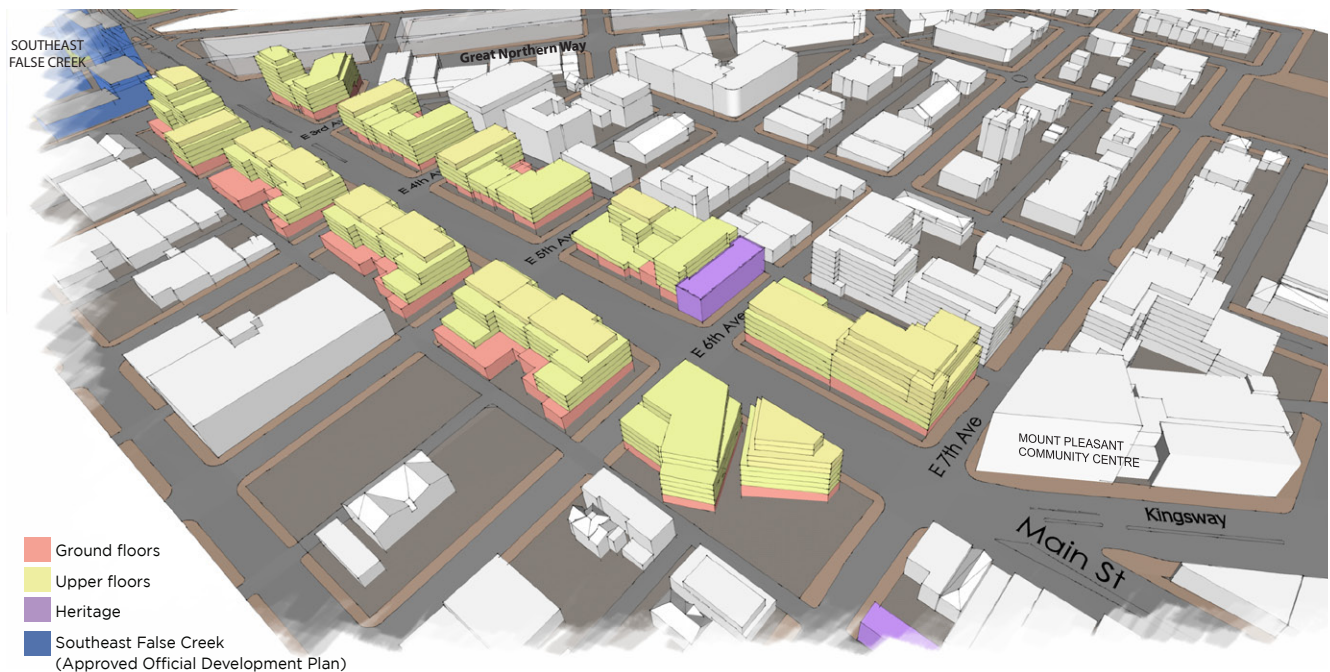
This plan is for illustrative purposes only. It is not intended to be prescriptive, but to clearly illustrate one concept of the complete build-out of Lower Main that would fulfill the intent of this Framework. Implementation will take place incrementally over many years and involve a number of parties including the City, private developers, senior levels of government, non-profit organizations and the community. As implementation occurs, property assembly and individual project design could alter elements of the concept plan.

3.5.3 Density

The maximum density is as follows:

- 2nd to 3rd Avenue: 5.0 FSR
- 3rd to 6th Avenue: 3.0 FSR
- 6th to 7th Avenue (east side of Main): 3.0 to 4.9 FSR
- 6th to 7th Avenue (west side of Main): 3.0 FSR

The maximum floor space ratio (FSR) is based on intended urban design performance for the area. The development potential of an individual site may be less depending on lot size or shape, building form and typology, and the height and scale appropriate for its location.



Massing concept facing northeast: Illustrating potential full build-out of Lower Main



3.5.4 Built Form Guidelines

A combination of “pattern” and “transition” blocks are anticipated for Main Street (see concept plan on p. 37).

Pattern blocks, between 3rd Avenue and 6th Avenue, anticipate an architectural character, massing and design language that ties together the buildings along this length. A coherent “look and feel” will help knit together these blocks, where buildings will generally be of a similar scale.

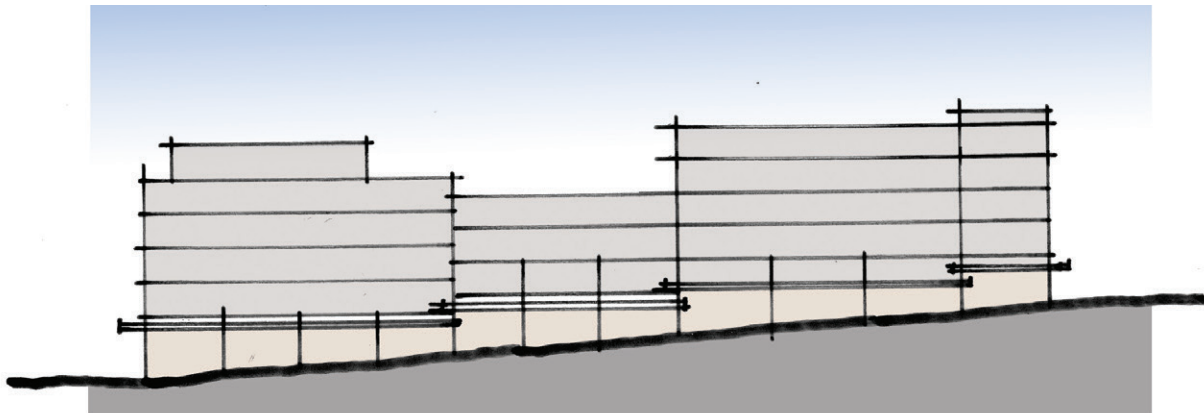
Transition blocks are an opportunity to depart from the pattern created between 3rd and 6th Avenue, distinguished by a robust architectural expression, along with additional scale.

The general building massing will respect the Main Street view cone (see section 3.5.6), and as such, will be asymmetrical in nature. The west side massing is intended to be oriented parallel to the street, while the east side massing will be organized perpendicular to Main Street. This approach will respect the view cone and provide a unique “look and feel” to this portion of the street.

- Upper volume and massing that “hugs” the view cone alignment on the east side of Main Street is discouraged. Rather, creative massing that strengthens the idea of an asymmetrical street with east side massing perpendicular to Main is encouraged.
- On both sides of Main Street, development setbacks will be sought to expand the public realm and sidewalks where possible. The recommended sidewalk width is 5.5 m (18') from curb to building.



The heritage Ashnola Apartments building at Main Street and 6th Avenue acts as the precedent for Main's east side perpendicular massing approach.



Diagrammatic elevation for building frontages on Main Street. The grade change allows for variegated storefronts at ground level, and ground level floor to floor heights that accommodate a mix of commercial and light industrial spaces.

A strong, continuous streetwall is desired along Main Street – one that creates continuity of frontages and provides definition and enclosure to the public realm.

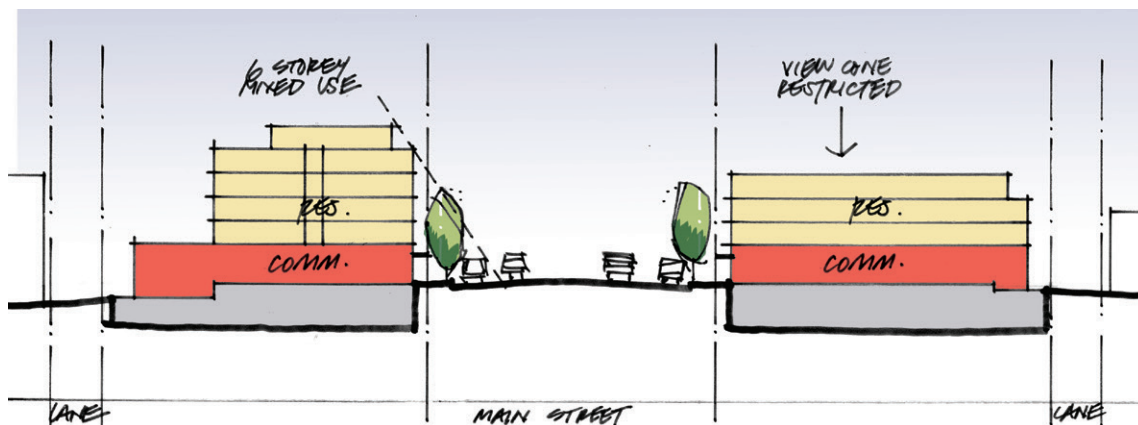
- For “pattern” buildings up to 6 storeys, a 5 storey streetwall is desired. Above 5 storeys, a notable stepback (2.4 m or 8') should be provided on the upper floor.
- Special consideration should be given to the overall building composition and scale in the design of the stepback. Generally, there should be a clear delineation between the ground floor (retail, commercial/light industrial), the middle floors (residential, commercial), and the upper floors (residential).

South facing edges on flanking streets should provide key additional public spaces for seating, dining or other street-oriented activities.

- In these locations, buildings should provide an additional setback on the flanking street for public space purposes.
- Projects should address how the building program, siting, etc. can help create these important spaces.
- Special consideration should be given to entrances, transparency and uses, particularly at the street level. Blank walls, “closed” windows, etc. are strongly discouraged in these areas.
- Shadowing impacts should be examined to help create vibrant and inviting spaces.

Building corners should be of a volume, mass and/or height that gives strength to the corner and anchor the building to the street. They should be carefully considered in creating strong nodes and defining public space.

- Corners of lanes also play an important role in announcing activity down and along lanes, and should be designed in a way to help communicate this activity (i.e. active and inviting corners to lanes).



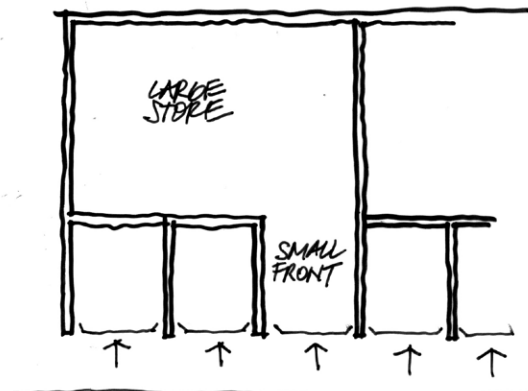
Section 1 facing north: Diagrammatic section illustrating streetwall, stepback and use concepts

Ground floor frontages should add to the character of Main Street and be clearly identifiable, inviting, continuous and transparent, and reinforce a human scale.

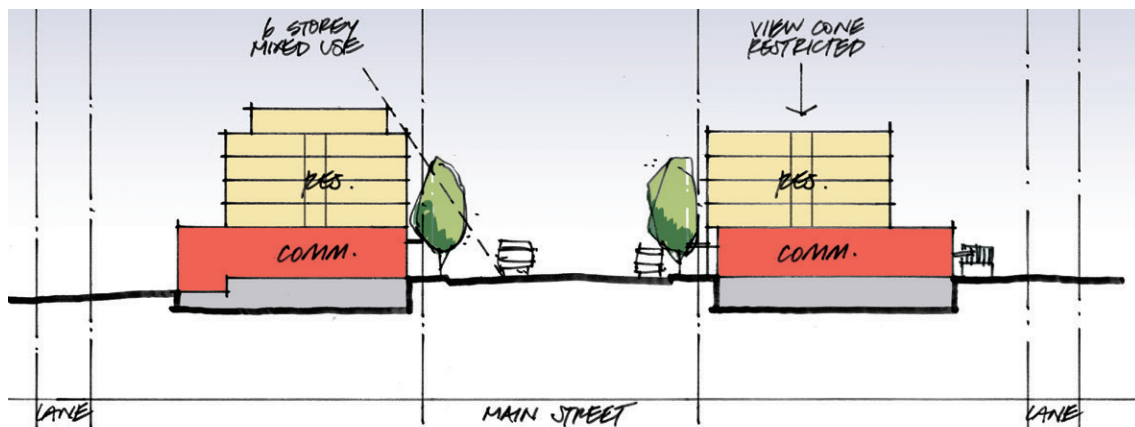
- Retail and Commercial Frontages:
 - » Frontages should be scaled to support the neighbourhood-serving retail environment envisioned for Main Street. Smaller retail frontages that reinforce a scale of walking and shopping (7.6 m to 10.7 m or 25' to 35') are desired to give vertical scale to the street environment.
 - » Floor-to-floor heights for ground floor space should be a minimum of 4.3 m (14'); taller heights (5.5 m to 6.1 m or 18' to 20') are encouraged to allow for a variety of uses over time.
 - » Pedestrian experience should be considered in designing retail frontages. Facade treatments that create a perception of unrelieved, flat and continuous walls are discouraged. Insets and reveals, a pedestrian-scaled pattern of columns, open and individual entrances resulting from smaller commercial retail units (CRUs), and visual variety when viewed from the sidewalk are encouraged.
 - » For longer facades with larger tenants, small CRUs should be incorporated fronting Main Street to break up the scale of the main tenant (see diagram at right).
 - » Articulation of facades (projections, bays) is encouraged.
 - » Weather protection should be provided to facilitate year-round pedestrian comfort. Canopies and individual shop awnings can contribute to the desired scale and vibrancy of the street.
 - » Frequent doors and windows, with few blank walls, are encouraged.

- Light Industrial Frontages:

- » Floor-to-floor heights for ground floor space should be a minimum of 4.3 m (14'); taller heights (5.5 m to 6.1 m or 18' to 20') are encouraged to allow for a variety of uses over time.
- » Pedestrian experience should be considered in designing building frontages for industrial uses. Facade treatments that create a perception of unrelieved, flat and continuous walls are discouraged. Insets and reveals, a pedestrian-scaled pattern of columns, and visual variety when viewed from the sidewalk are encouraged.
- » Articulation of facades (projections, bays) is encouraged.
- » Active industrial uses that contribute to the vibrancy of Main Street are encouraged to also face the lane and provide a visual connection.



Pedestrian-scaled frontages are desired for Main Street



Section 2 facing north: Diagrammatic section illustrating streetwall, stepback and use concepts

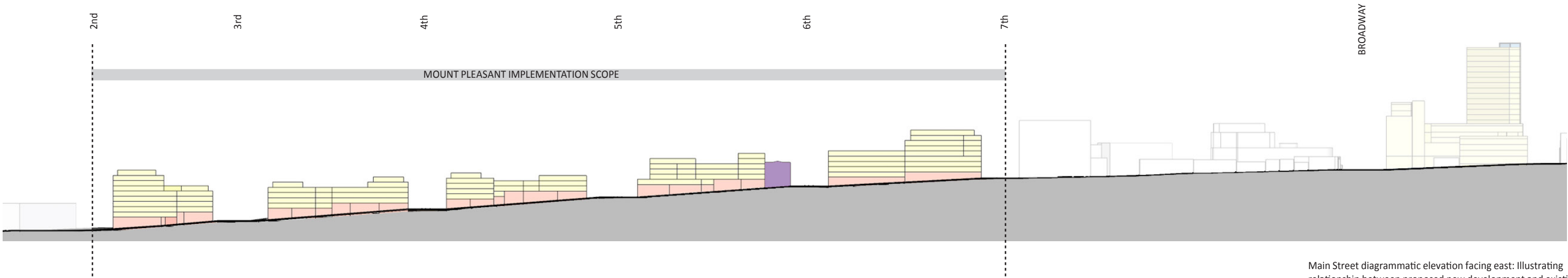
Well-designed entries that open directly onto the street are better connected to the functions and activity of the street and are desired to help animate Main Street.

- Small recessed entries to shop fronts that accentuate the entry and provide relief without losing the continuity of the streetwall are desired.
- Additional entries from the lane or flanking streets are also desired to help with activation. Particular attention should be given to marking entrances on the lane for pedestrians at either end of the lane (i.e. visual cues). Laneway-facing courtyards that break up the horizontal scale of the ground floor, provide defined areas for additional activities, and have architectural elements that open onto the lane (windows, doors, awnings), are encouraged.

6th to 7th Avenue (west side). A public space is intended for a portion of this City-owned block.

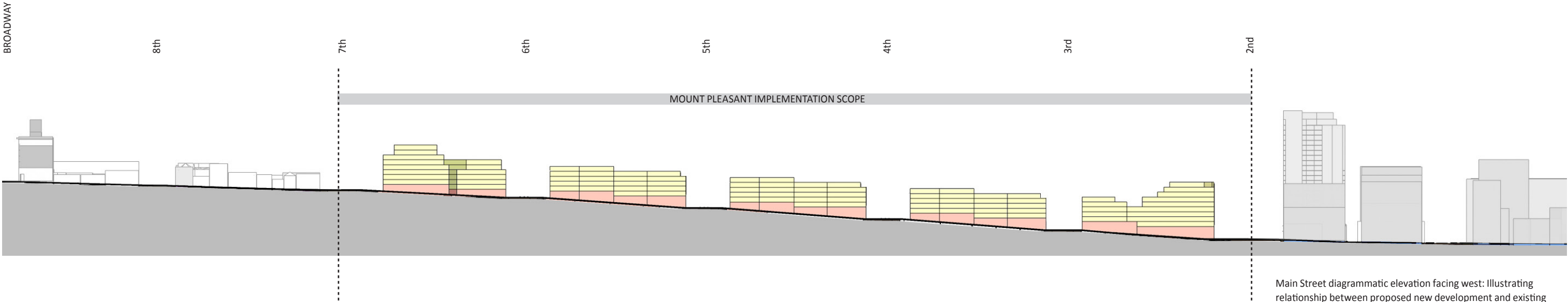
- The public space will generally be located on the south portion of the block, opening onto 7th Avenue, with entry elements (plaza, lighting) at the southeast corner of the site. Additional public space will be located adjacent to the lane to provide for community gathering and event programming space.
- The built form will be arranged around the geometric extension of Kingsway (northwest through site).
- Additional connections through the site are desired, especially to connect the public space to Main Street.
- Public space elements are encouraged to make the space active year-round (lighting, materials, surface elements, benches, cover, etc.).

Lower Main (2nd to 7th Avenue)
Elevations



Main Street diagrammatic elevation facing east: Illustrating relationship between proposed new development and existing development and relative scale proposed for Main Street

- Ground floors
- Upper floors
- Heritage



Main Street diagrammatic elevation facing west: Illustrating relationship between proposed new development and existing development and relative scale proposed for Main Street

- Ground floors
- Upper floors

3.5.5 Sustainable Building Design

All rezoning applications in Lower Main are subject to the City's Green Building Policy for Rezoning. As sustainability policies develop city-wide, those requirements will apply.

District Energy

Lower Main is a Priority Zone in the citywide District Energy Strategy and is located directly adjacent to the current Southeast False Creek Neighbourhood Energy Utility service area. Therefore, expansion potential will be analyzed as new developments on Main Street are proposed and connection required through rezoning applications if it is deemed financially and technically viable.

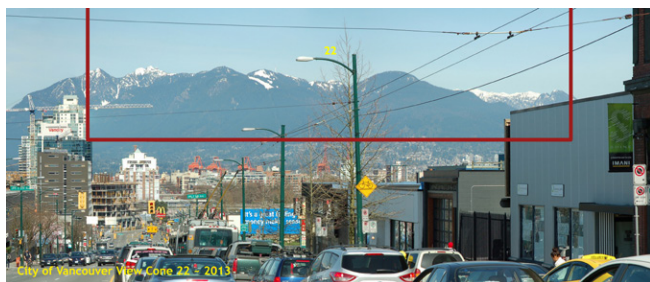
- As per the citywide District Energy Strategy, building heating and domestic hot water systems should be designed to be connectable and compatible with the Southeast False Creek Neighborhood Energy Utility (or alternate district energy system as identified by the City) to supply all heating and domestic hot water requirements.
- Buildings should connect to a district energy system if connection is deemed available and appropriate at the time of development.
- Space heating and ventilation make-up air should be provided by hydronic systems without electric resistance heat or distributed heat generating equipment including gas fired make-up air heaters.



Southeast False Creek Neighbourhood Energy Utility



View 22 from Main and 6th Avenue: building height restrictions will apply within the view cone



View 22 from Main and 6th Avenue: protected view area outlined

3.5.6 Views

The northern view down Main Street has long been recognized as an important public view. The view towards the east side of the street is particularly remarkable, terminating with the Crown and Grouse Mountain peaks in the distance. Future development in Lower Main should protect this view through appropriate built form massing that responds to the Main Street view cone (View 22) dimensions.

- Preserve the Main Street view cone (View 22)
 - » Maximum building heights within the view cone range from approximately 6 m (20') at 6th Avenue, to approximately 19.4 m (63.5') at 4th Avenue, to approximately 35.5 m (116') at 2nd Avenue, except that buildings between 3rd and 6th Avenue are limited in height up to 6 storeys (approximately 19.8 m or 65') (see section 3.5.2).

Note: Building heights within the view cone are derived from subtracting Building Grade from the maximum possible Geodetic Elevation above Mean Sea Level for various locations along Main Street. As the view cones are scientifically derived, applicants will need to contact the City for precise allowable building heights.

In addition, other notable vistas can be reinforced as new development occurs.

- Northwest vista at Main Street and 7th Avenue
 - » The northwest vista across the City-owned site at Main and 7th Avenue follows the visual extension of Kingsway. The future built form and open space should be organized to enhance and maintain this key vista.
- Additional vistas
 - » Westerly city views at cross streets (3rd through 7th Avenue)
 - » Long view south along Main Street from 2nd Avenue

3.5.7 Streetscape and Laneways

An improved streetscape and pedestrian network are important to the overall image and character of Main Street. Streetscape design plays an important role in improving the quality and safety of the public street experience for pedestrians and cyclists. It is expected that the new pedestrian environment, from the curb to the new building face, will provide for a rich mixture of functions including meandering, walking, shopping, seating and watching.

(Italicized text indicates directions taken from the City of Vancouver Transportation 2040 Plan.)

Walking

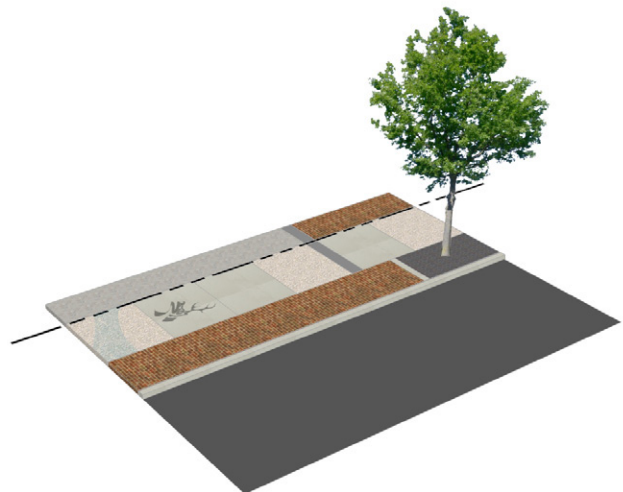
Make walking safe, convenient and delightful, and ensure streets and sidewalks support a vibrant public life that encourages a walking culture, healthy lifestyles, and social connectedness.

- Enhance the public realm on Main Street by widening sidewalks where possible, developing curb bulges, allowing parklets, and providing amenities such as street trees, furniture and buffers between pedestrians and moving traffic.
- Seek to improve and create additional pedestrian crossing opportunities across Main Street.

Cycling

Make cycling feel safe, convenient, and comfortable for people of all ages and abilities. Prioritize connections to important destinations like schools, community centres, transit stations, and shopping areas.

- Support improved integration of cycling and transit by:
 - » Providing bike parking and bike storage at a future rapid transit station at Main Street and Broadway
 - » Providing safe, convenient connections between rapid transit stations and the existing cycling network
 - » Considering bike access and movement as part of station upgrades
- Consider developing cycling facilities along Main Street to serve emerging high street conditions. Opportunities may be found through reallocation of road space and setbacks on future developments.
- Support the future public bike share program expansion into Mount Pleasant. Where feasible, stations for the City's public bike share system will be sought on public streets, sidewalks, plazas and private property. Stations are to be designed based on siting principles and requirements (e.g. size, surface treatment, power) provided by the City's Engineering Department.
- Support improved bike access on Main Street by providing sufficient bike parking.





Post Alley (Seattle)



Linden Alley (San Francisco)

Laneways

Laneways provide an additional type of public space and contribute to a diverse and robust public realm. While laneways will continue to provide service access, the intent is for them to also foster other activities such as alternate walking routes, activity zones for “spillover” uses, or places for art. An important element in lane activation is the relationship between the lane and the adjacent building. The building’s “face” towards the rear lane should support a comfortable pedestrian environment.

Some **building elements** to consider are:

- Uses that continue through and into the lane (light manufacturing, artist studios, etc.)
- Doors and windows opening onto lanes, drawing pedestrians in and along the lane and improving the quality of the space
- Transparency and visual connection between the inside and outside of the buildings
- Art and community programs demonstrating how the lane is part of the community
- Including places to discover while balancing the need for safe environments
- Contiguous walls or edges are discouraged. Rather, articulation of the building edge at grade is encouraged to create unique public spaces, interesting nodes, or areas for commercial activities to “spill out,” thereby engaging with and activating the lane.

In addition, **lanes should be designed:**

- To be identifiable with the community (art installations, events, etc.)
- With consideration of paving materials that create interest and identity
- With varying levels of lighting to distinguish the lane and assist with security
- To be part of a larger network of lanes (refer to Public Realm Plan)

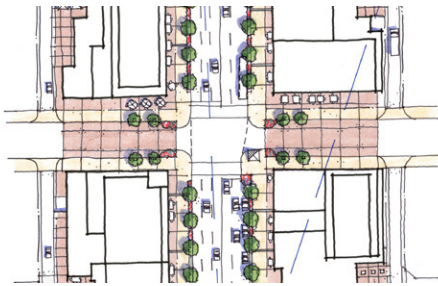
For specific detailing of the streetscape and laneways, refer to the Mount Pleasant Public Realm Plan (Section 4).

3.5.8 Public Open Space

The Mount Pleasant Public Realm Plan includes “Parks and Plazas” as a key strategy to help create an eclectic, varied, unique public realm that reflects the community’s history and character, and the people who live there. Recommendations from the Public Realm Plan include the following pertaining to public open space in Lower Main:

- Continue to explore open space, mini park and plaza opportunities for Main Street between 2nd Avenue and Broadway.

For further detail on public open space opportunities, refer to the Mount Pleasant Public Realm Plan (Section 4).



Potential open space concept for streets perpendicular to Main Street



Potential open space concept at East 7th Avenue and Main Street



Artist's rendering: Potential open space concept at East 7th Avenue and Main Street

3.5.9 Transportation Considerations

(Italicized text indicates directions taken from the City of Vancouver Transportation 2040 Plan.)

Transit

Support transit improvements to increase capacity and ensure service that is fast, frequent, reliable, fully accessible, and comfortable.

- Support improved frequency and reliability of existing bus routes.
- Support improved transit connections between rapid transit lines (existing and future).
- Enhance bus waiting areas as part of overall improvements to key arterials.
- Provide bike parking, bike storage and space for a public bike share station at a future transit station at Main Street and Broadway.

Goods Movement and Loading

Support the efficient movement and delivery of goods and services, while reducing negative impacts to the community and the environment.

- Carefully consider and manage impacts to transit, services and deliveries, traffic congestion and parking when expanding or improving walking and cycling routes, or when implementing measures to give pedestrian and cycling priority at intersections.
- Continue to support local businesses by planning for loading and deliveries and by ensuring potential customers have exposure and convenient access.

Motor Vehicles and Parking

Manage the road network efficiently to improve safety, minimize congestion, and support a gradual reduction in car dependence. Make it easier to drive less. Accelerate the shift to low-carbon vehicles and car-share alternatives.

- Continue to look for opportunities to enhance pedestrian comfort and public realm along major arterials by extending or removing parking restrictions.
- In the longer term, full-time parking will be considered on the east side of Main Street to better allocate road space and improve the pedestrian realm; the west side is anticipated to require maintaining rush-hour parking restrictions to facilitate efficient transit and vehicle movements in the peak (rush) hours.



4 PUBLIC REALM PLAN

4.1 Background

4.1.1 Importance of the Public Realm

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

What the Mount Pleasant Community Plan (2010) says:

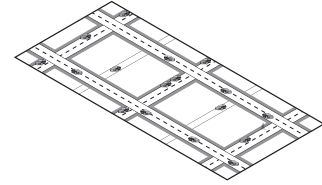
- Pursue creative ways to add park/open space; seek more green space through large site redevelopment.
- Create one new central neighbourhood square (with covered area) for events.
- Provide improvements to encourage walking and cycling in Mount Pleasant.
- Develop a laneway strategy as part of the Public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



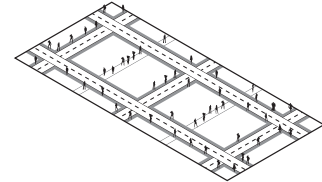
4.1.2 What is the Public Realm?

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

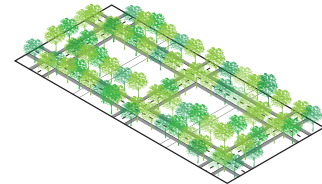
Streets and Lanes



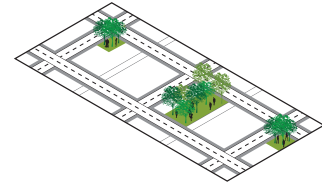
Walking and Cycling



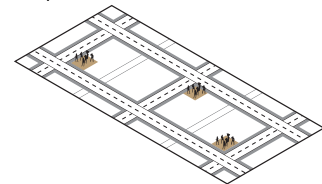
Trees



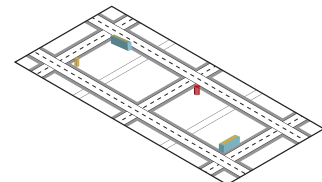
Parks and Green Spaces



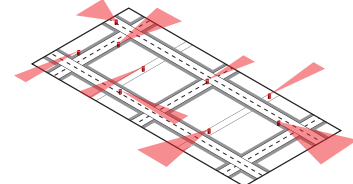
Public Spaces and Nodes



Public Art



Views



4.1.3 Vision

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

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

The vision for the public realm is one that is:

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

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

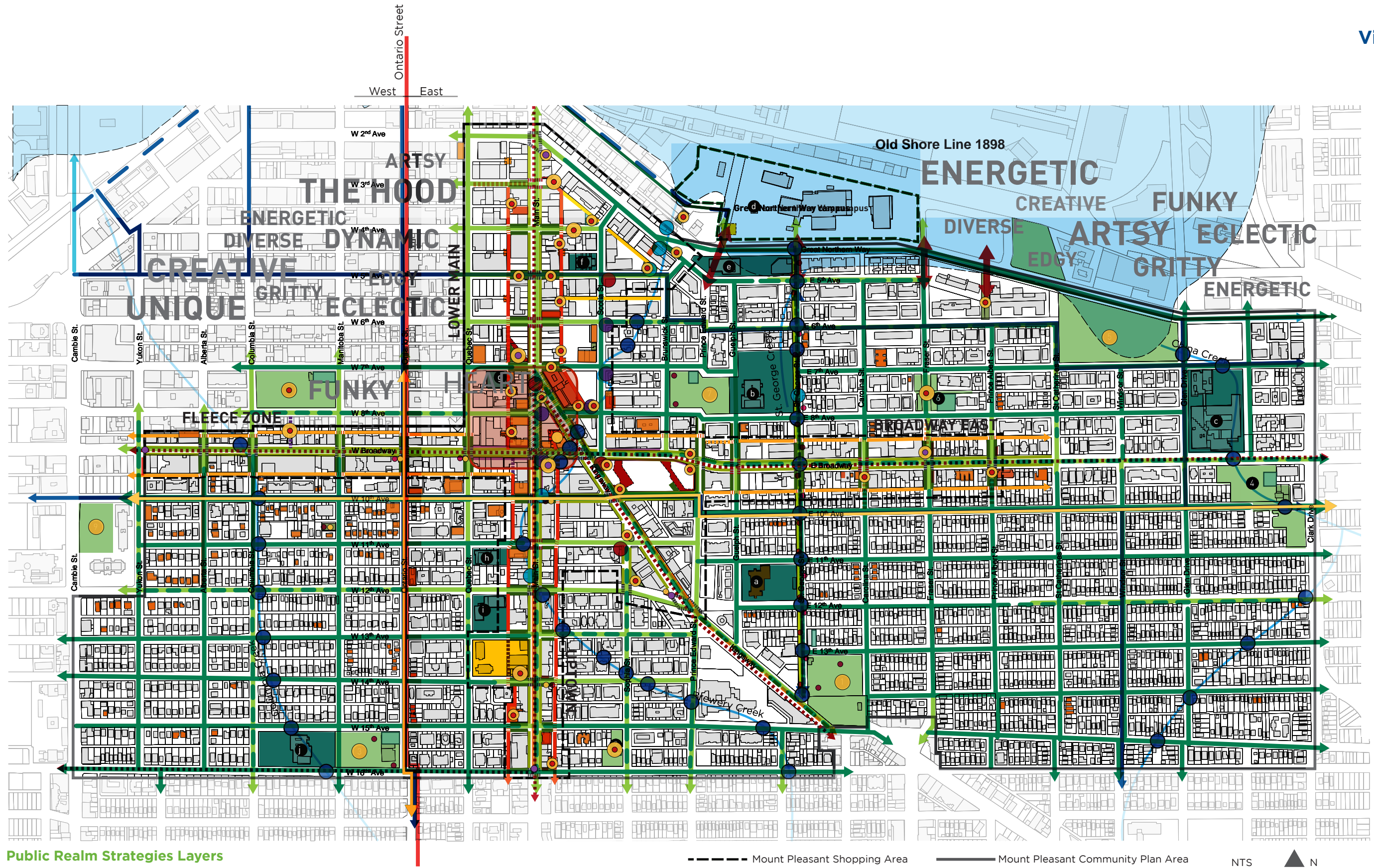
The Public Realm Plan merges all of these design principles together, creating a vision that can be implemented over time that evolves into a unique public realm for Mount Pleasant.

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

4.1.4 How It Gets Built

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





Public Realm Strategies Layers

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

4.1.5 Meeting the City's Goals

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

City of Vancouver Greenest City 2020 Action Plan

GOAL 2 – CLIMATE LEADERSHIP

- Eliminate Dependence on Fossil Fuels

GOAL 4 – GREEN TRANSPORTATION

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

GOAL 6 – ACCESS TO NATURE

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

GOAL 7 – LIGHTER FOOTPRINT

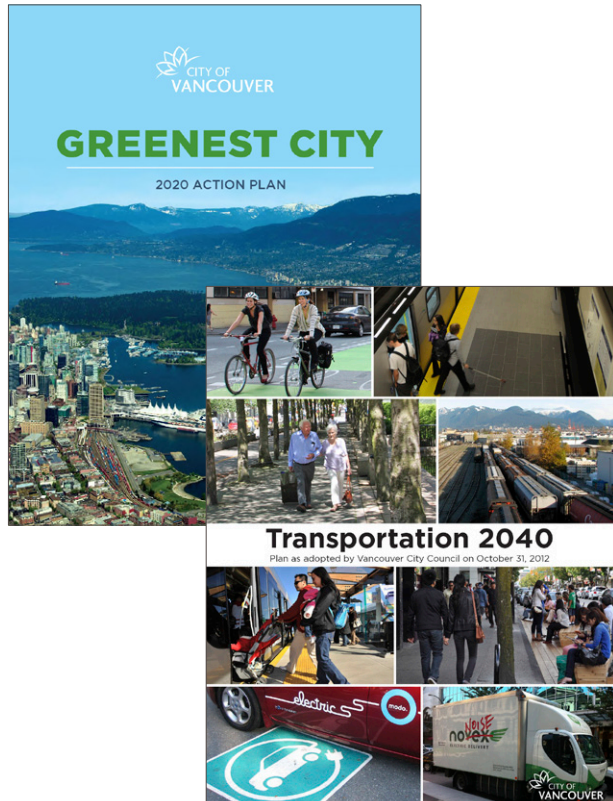
- Achieve a one-planet ecological footprint

GOAL 8 – CLEAN WATER

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

GOAL 9 – CLEAN AIR

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



City of Vancouver Transportation 2040 Plan

W1 PEDESTRIAN NETWORK

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

W2 PUBLIC SPACES

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

C1 CYCLING NETWORK

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

T2 TRANSIT-SUPPORTIVE PUBLIC REALM

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

T5 NEIGHBOURHOOD IMPACTS

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

M1 ROAD NETWORK

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

M2 PARKING

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

4.2 What Makes Mount Pleasant Unique

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

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

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

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





4.3 The Design

4.3.1 Public Realm Strategies

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

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

There are six key public realm strategies:

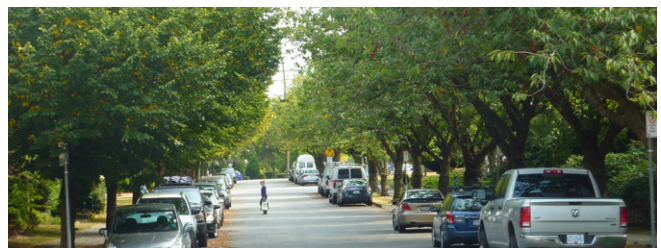
- Parks and Plazas
- Improved Pedestrian Connectivity
- Cycling Network
- Public Art and Culture
- Celebrate the Rich History
- A Green Canopy

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



4.3.2 Design Principles

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



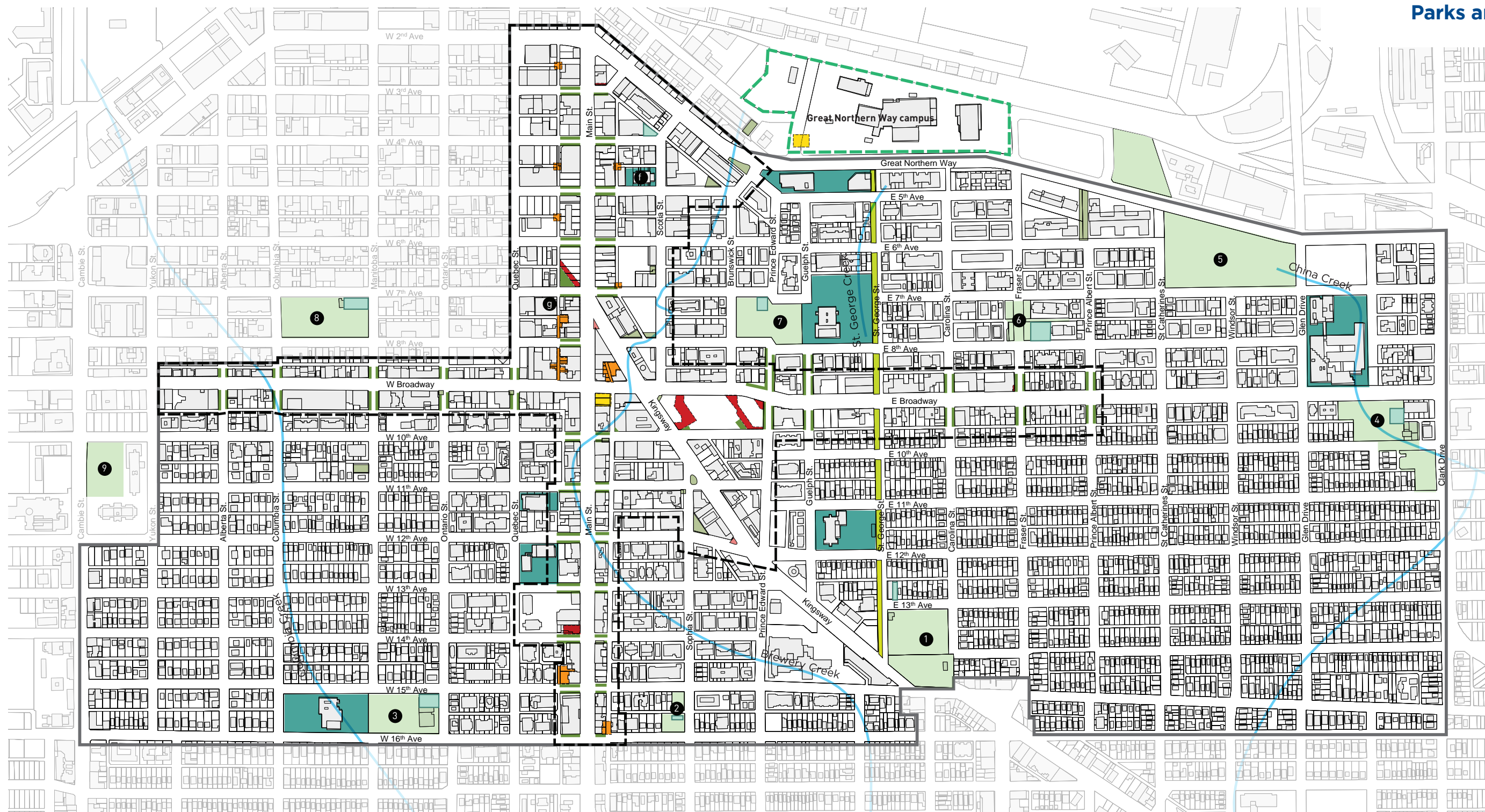
4.3.3 Parks and Plazas

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












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

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





Legend

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

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

Boulevard Parks

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

Intent

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

Components

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

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



Parallel Park parklet on East 14th Avenue and Main Street



Boulevard park on East 11th Avenue at Main Street

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

Mini Parks

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

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

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

Intent

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

Components

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

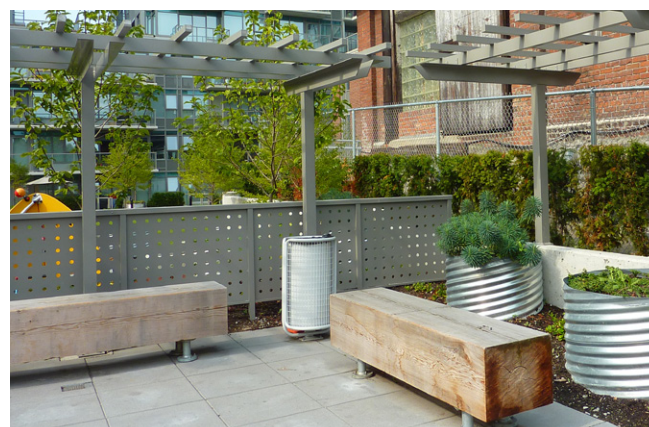


Artist's rendering: Potential public open space at Fraser Street and East Broadway

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



Mini park at Sophia Street and East 12th Avenue



Mini park on Scotia Street at East 6th Avenue



Pavement-to-plaza on Bute Street at Davie Street



Mini park at Sophia Street and East 11th Avenue

Plazas

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

Intent

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

Components

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

Materials

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

Recommendations:	Priority
<ul style="list-style-type: none"> • Continue to explore open space, mini park and plaza opportunities for Main Street between East 2nd Avenue and Broadway, and for East Broadway between Main Street and Prince Albert Street. 	Medium
<ul style="list-style-type: none"> • As development occurs, work with developers to introduce plazas into development at strategic and important locations. 	High
<ul style="list-style-type: none"> • Encourage retailers and shop owners to introduce small plazas/patios at storefronts and building entries. 	Medium/High
<ul style="list-style-type: none"> • Locate and utilize plazas to reinforce the pedestrian network throughout the neighbourhood. 	Medium/High
<ul style="list-style-type: none"> • Create a variety of temporary plazas through community initiatives. 	Medium



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

Special Events in the Lanes

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

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

Intent

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

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



Music concert in the laneway (Photo: Livable Laneways)



Temporary laneway market (Photo: Livable Laneways)



Food vendors in the laneway (Photo: Livable Laneways)

Future Transit Station

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

Intent

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

Materials

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

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



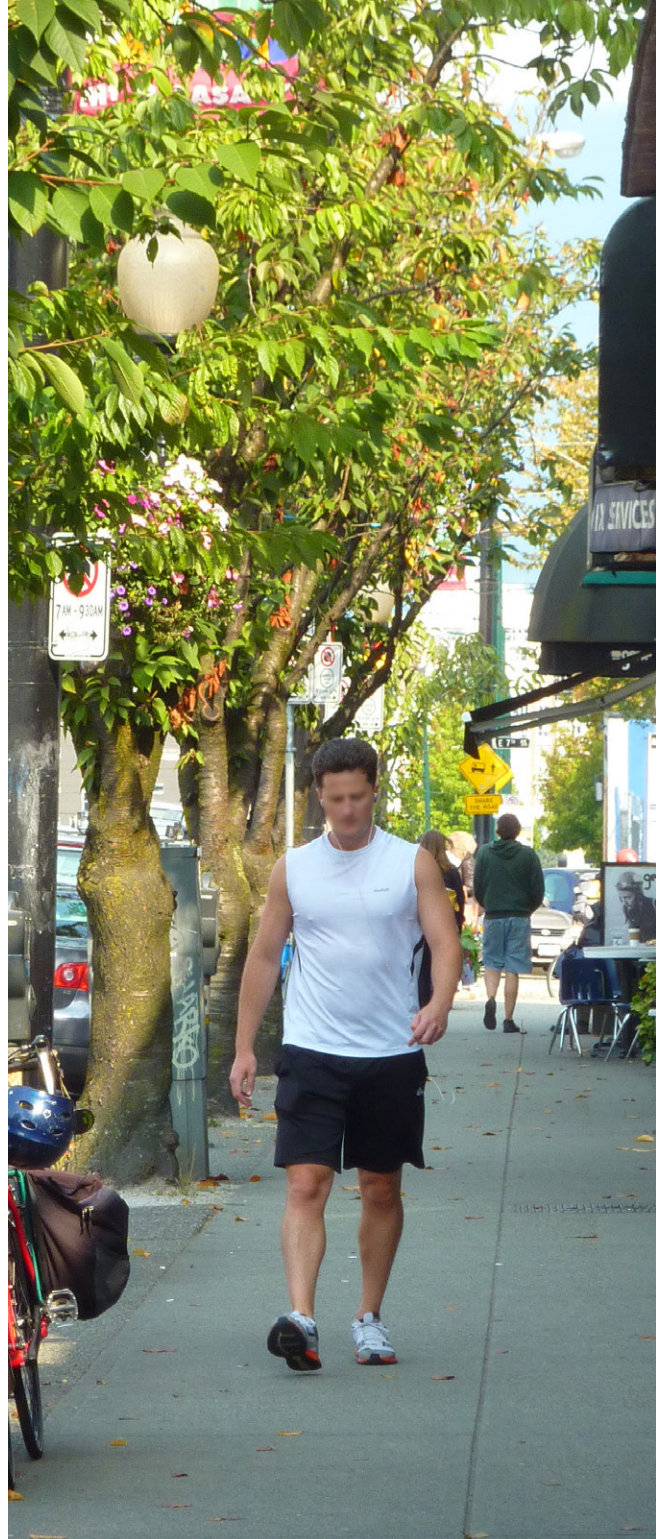
Artist's rendering: Potential transit station at Main Street and East Broadway

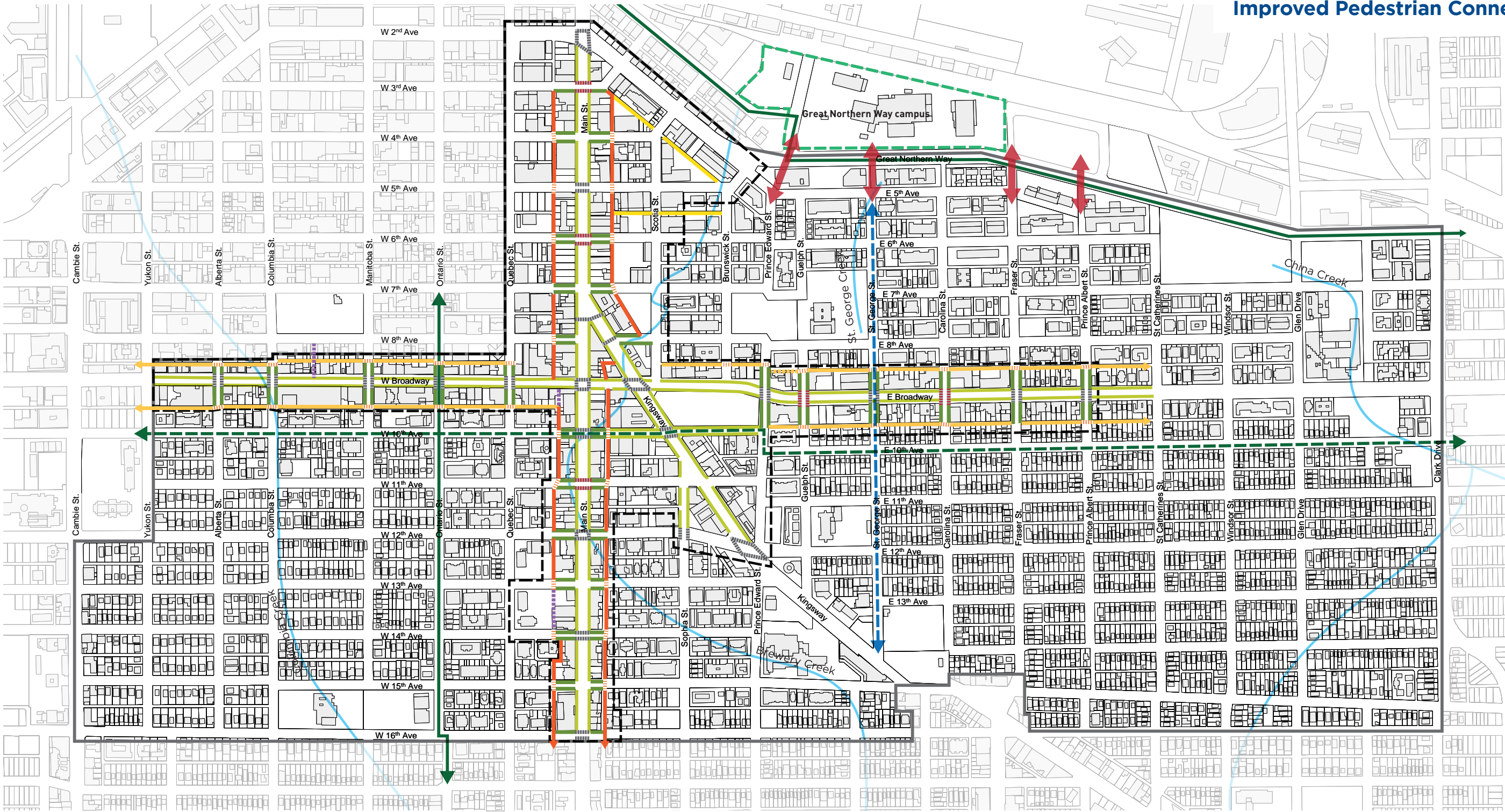


4.3.4 Improved Pedestrian Connectivity

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

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





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

Legend

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

Animated Streetscape on Main Street, Kingsway and Broadway

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

Intent

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

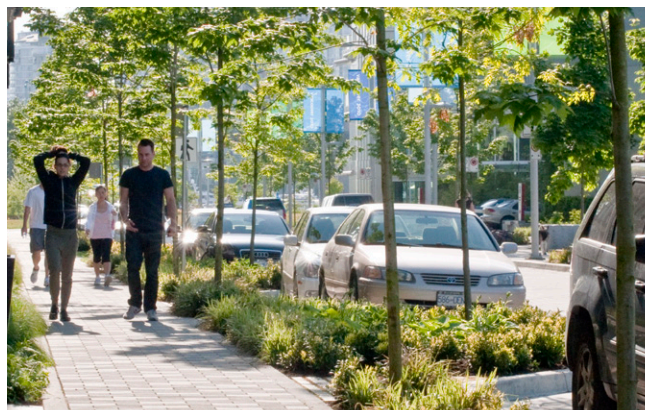
Components

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

Materials

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

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



Improved boulevard and sidewalk

Improved Laneways

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

Intent

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

Components

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

Materials

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



Artist's rendering: Potential animated laneway

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



Active laneway in Mount Pleasant (Photo: Livable Laneways)



Green laneway in Mount Pleasant (Photo: Livable Laneways)

Mid-Block Crossings

Intent

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

Materials

- Standard street markings paint

Implementation

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

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



Artistic crossing at Bute Street and Davie Street



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

Reinforced Connectivity

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

Intent

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

Components

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

Recommendations:	Priority
<ul style="list-style-type: none">• Improve connectivity across Great Northern Way at key locations to connect to the Great Northern Way Campus/The Flats.	Low/Medium
<ul style="list-style-type: none">• Study and investigate the opportunity to create a pedestrian/cycling overpass across Great Northern Way.	Low
<ul style="list-style-type: none">• Monitor and add pedestrian crossings as warranted along Main Street and Broadway.	Medium



Pedestrian crossing at Ontario Street and 16th Avenue



Pedestrian crossing at 1 Kingsway

Greenways

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

Intent

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

Components

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

Recommendations:	Priority
<ul style="list-style-type: none"> • Where feasible, protect and preserve the existing street trees along greenways when new development occurs. 	High
<ul style="list-style-type: none"> • Improve existing greenways when funds are available. 	Low/Medium
<ul style="list-style-type: none"> • Infill street tree planting where significant street trees are missing. 	Medium
<ul style="list-style-type: none"> • Improve and reinforce the connections along the existing 10th Avenue local street bikeway and implement the proposed Midtown Way Greenway on 10th Avenue between Prince Edward and Quebec Streets. 	Medium
<ul style="list-style-type: none"> • Develop future greenways through new development and as funds are available. 	Medium



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



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

St. George Rainway

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

Intent

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

Components

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

Materials

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

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



Artist’s rendering: St. George Rainway concept



4.3.5 Cycling Network

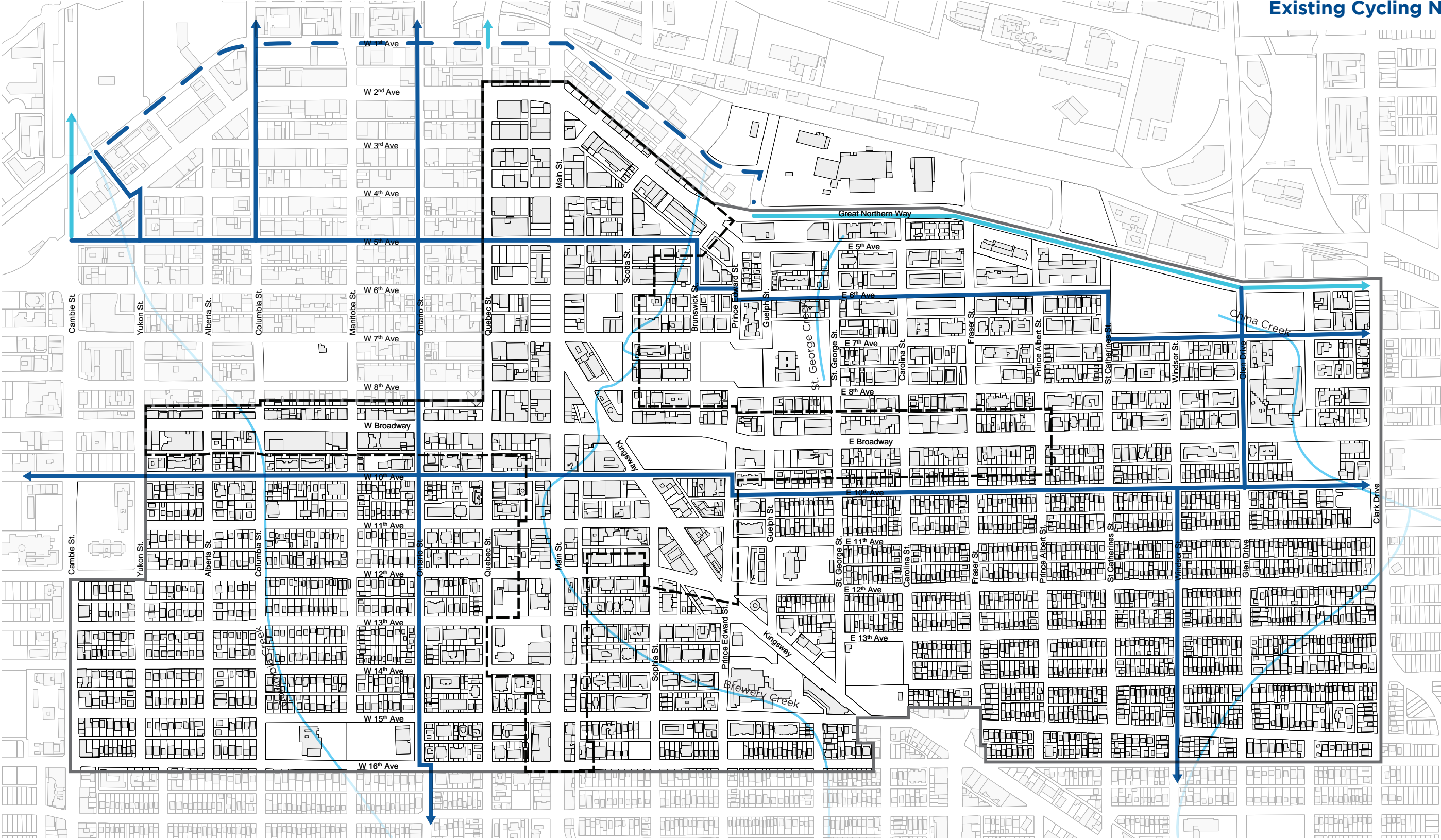
As set out in the City of Vancouver's Transportation 2040 Plan and Greenest City 2020 Action Plan, increasing cycling in the city is an important goal. Mount Pleasant is a community rich in cycling culture. Recommendations for enhancing the cycling network emphasize building cycling routes that are easy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

General Recommendations:	Priority
• Upgrade and expand the cycling network to efficiently connect people to destinations.	Medium/High
• Improve and develop new bike routes that feel comfortable for people of all ages and abilities.	Medium/High
• Embrace the bike and provide ample bike parking and other supportive infrastructure where possible in shopping areas, at plazas, parks, laneways, etc.*	Medium/High
• Provide safe, convenient connections between existing and future rapid transit stations and the rest of the cycling network.	Medium/High
• Support public bike share in the community.**	Medium/High
• Provide bike repair stations where possible and appropriate.	Medium

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

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





Legend

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

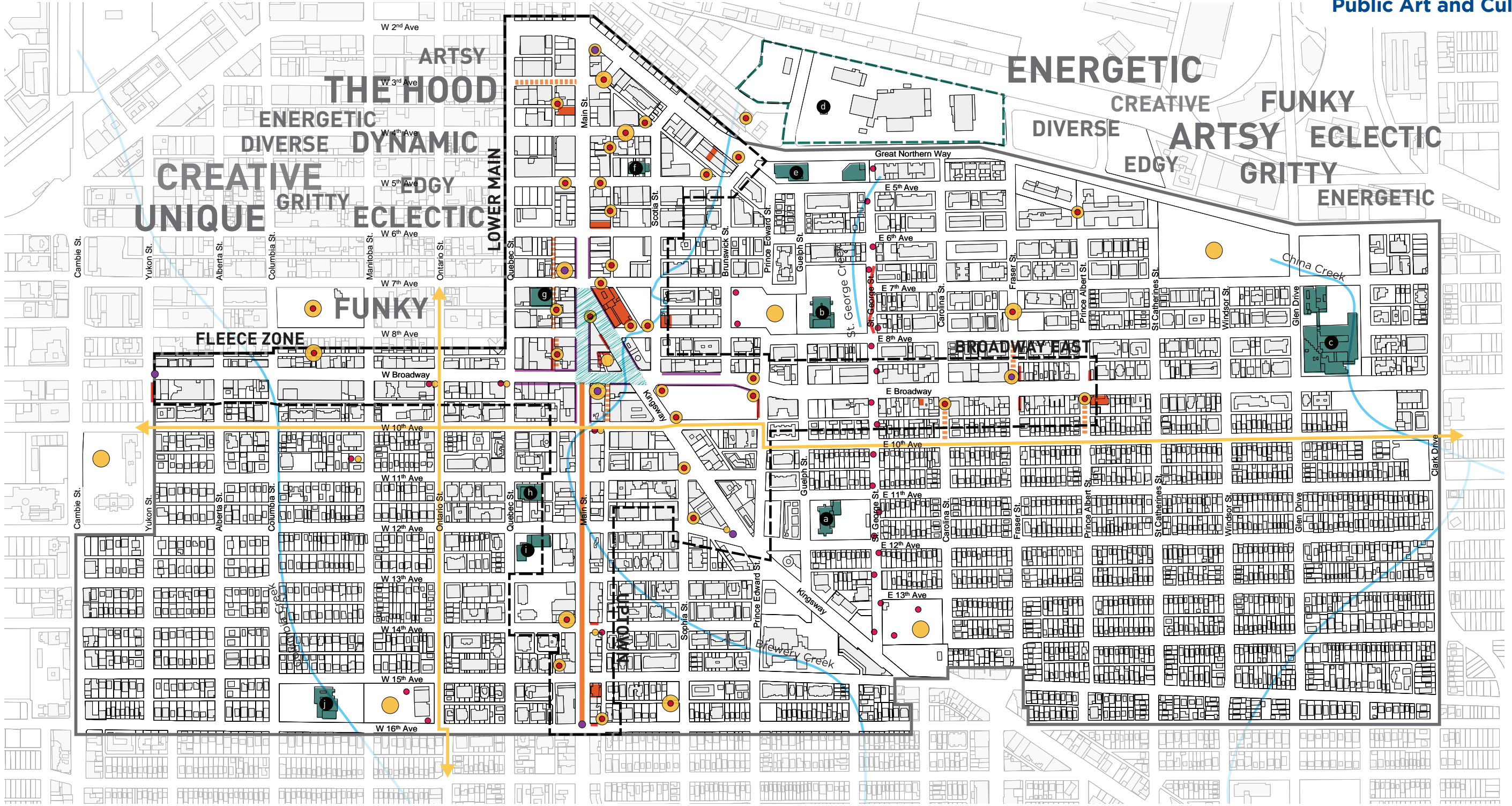


4.3.6 Public Art and Culture

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

General Recommendations:	Priority
• Celebrate the First Nations history and culture throughout the community.	High
• Create public art in the community that reinforces and reflects the history, culture and creek environment.	High
• Create a variety of permanent and iconic public art features throughout the neighbourhood to serve as major landmarks for the community.	Medium
• Create a variety of public art features along the greenways that reinforce Mount Pleasant as an important destination with unique character.	Medium





Legend

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

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

Existing Community and Cultural Institutions

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

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



Mount Pleasant Community Centre at 1 Kingsway

Potential Public Events – Street and Laneway Closures

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

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



Car Free Day on Main Street

Potential Temporary Public Art, Performance and Presentation Spaces

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

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



Dude Chilling Art Exchange at Guelph Park

Potential Public Art – Iconic and Permanent

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

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



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

Potential Public Art – Heart of the Community

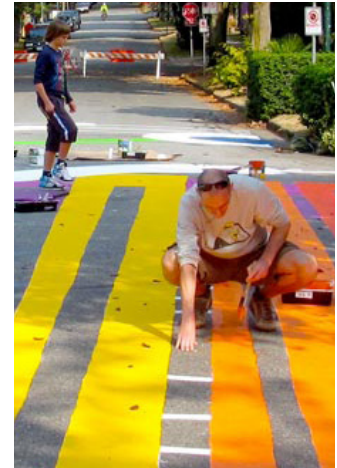
This is suggested as a way to reinforce the triangle formed by Kingsway, Main Street and East Broadway as the epicentre of a vital and imaginative community, where temporary painting of the sidewalks and streets can create an ever changing environmental experience for visitors and users of the area.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

Recommendation:

- Animate the “heart of the community” at the confluence of Main Street, East Broadway and Kingsway, through art projects that engage with the public to create temporary public artworks. Medium



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



Community mural in the West End

Potential Creative Signage on Building Facades

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

Recommendation:

Priority

- Encourage signage to reinforce diverse, eclectic and artistic character. Medium



Artistic signage



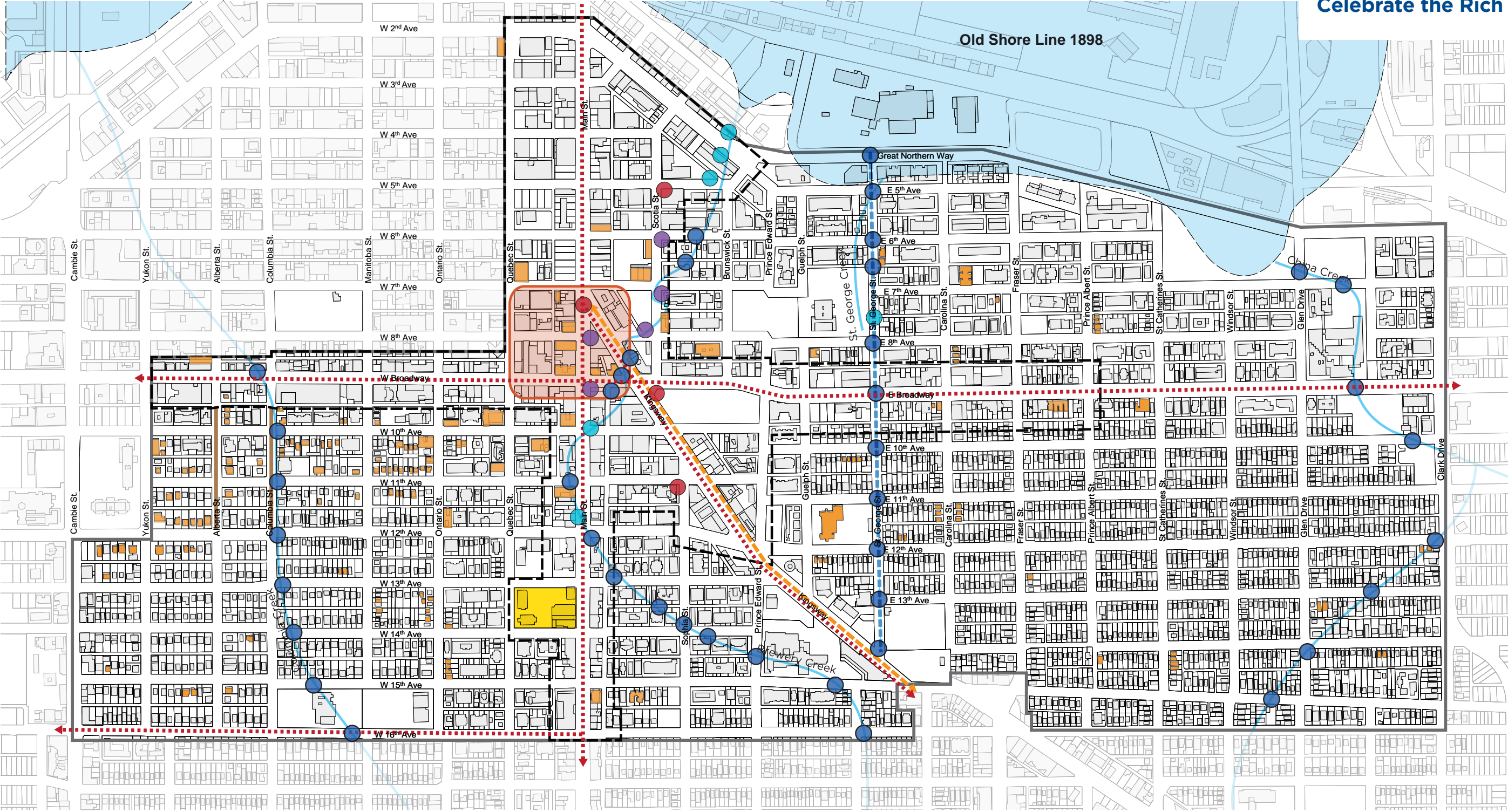
Artistic signage on Main Street

4.3.7 Celebrate the Rich History

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

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





Legend

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



Mount Pleasant Brewery Creek cairns



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

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

Brewery Creek Commemoration

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

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

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

Recommendations:

Priority

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

Historic Mount Pleasant Village

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

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

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



Historic Mount Pleasant Village

Source: City of Vancouver Archives
Photo: Philip Timms

The Streetcar

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

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

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



Waiting for the streetcar in Mount Pleasant in 1908

Source: City of Vancouver Archives

Historic Buildings

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

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

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

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

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



Heritage Hall on Main Street

Indigenous Trail and Wagon Road

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

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

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



Indigenous Trail and Wagon Road sign

Artist: Sonny Assu

4.3.8 A Green Canopy

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

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

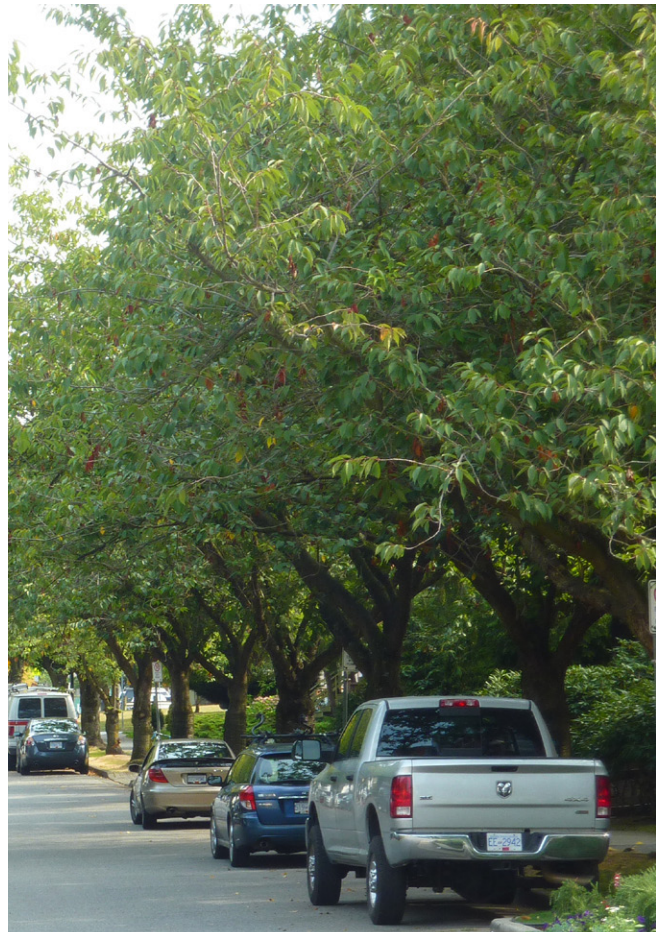
Principles of the Green Canopy and environmental strategies are integrated and cannot be considered in isolation. These principles include:

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

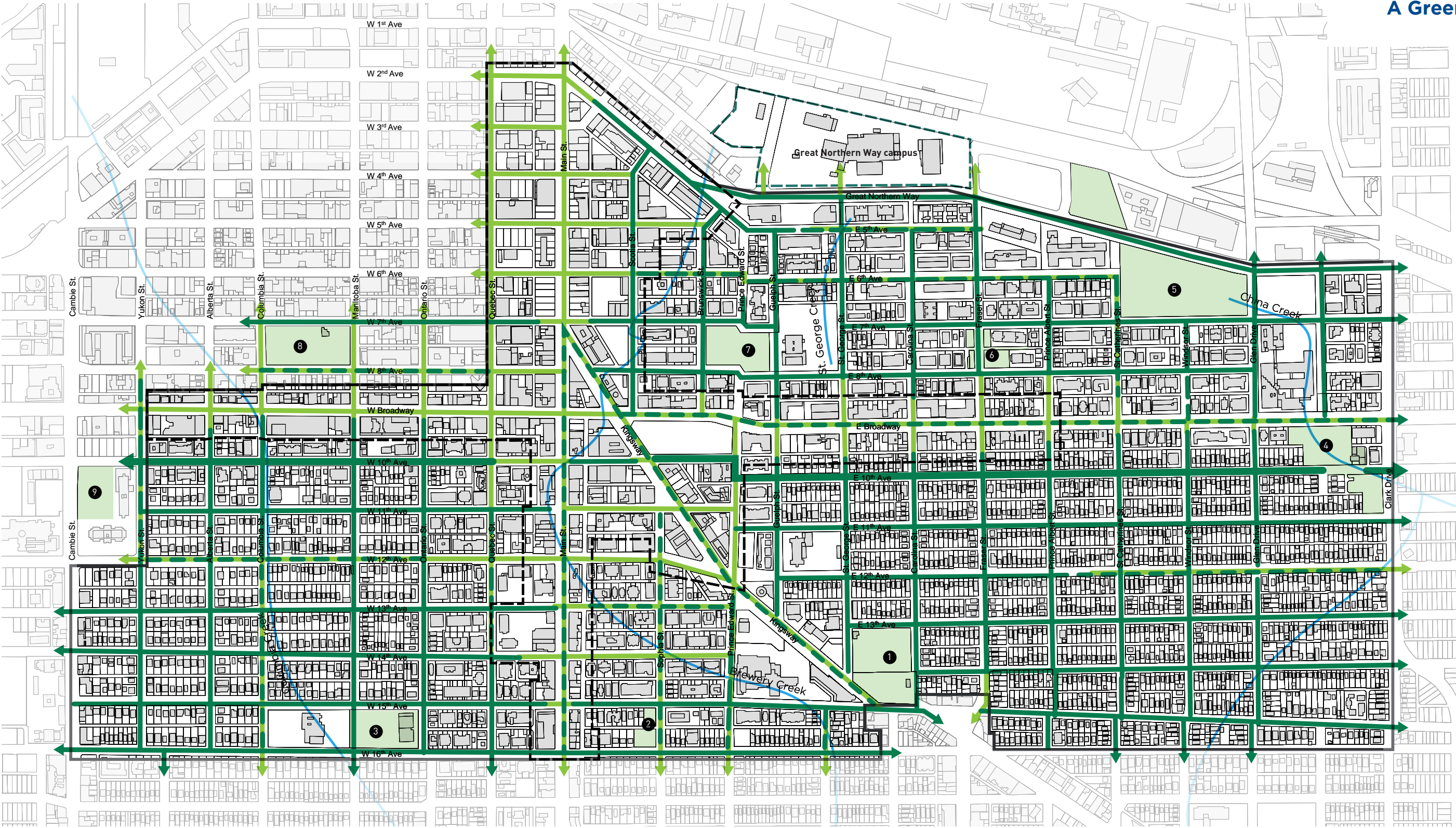
Intent

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

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



Street trees at Scotia Street and 7th Avenue



Legend

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

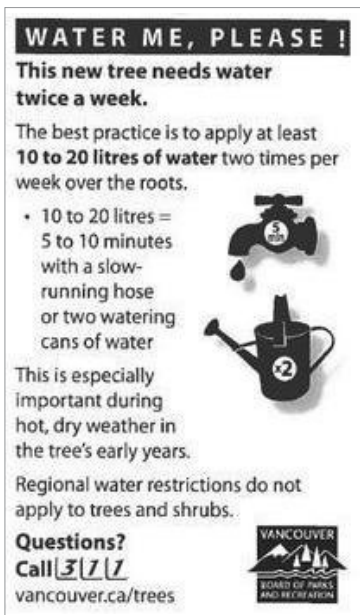
Street Trees – Planting and Maintenance

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

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

Intent

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



Example of City of Vancouver tree maintenance initiative

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

Street Tree Planting Conditions

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

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

Intent

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

Tree Species and Boulevard Planting Selection

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

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

Intent

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

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

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

Street Trees Selection List

Scientific Name

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

Common Name

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



Acer rubrum 'Armstrong'



Acer platanoides 'Columnare'



Quercus palustris



Acer platanoides 'Easy Street'



Acer x freemanii 'Autumn Blaze'



Platanus x acerifolia 'Bloodgood'

Boulevard and Bulge Plant Selection List

Shrubs

Scientific Name

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

Common Name

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



Gaultheria shallon



Carex morrowii 'Ice Dance'



Cornus sericea 'Kelseyii'

Ground Covers

Scientific Name

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

Common Name

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

Perennials, Ferns and Ornamental Grasses

Scientific Name

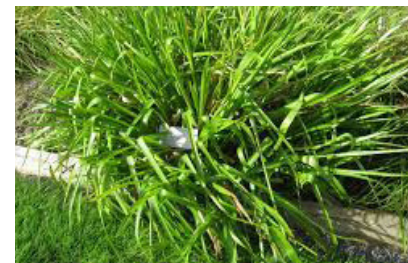
Carex flagellifera 'Kiwi'
Carex morrowii 'Ice Dance'
Carex pendula 'Great'
Echinecea pupurea
Epimedium pinnatum ssp. colchicum
Festuca glauca 'Elijah Blue'
Festuca valesiaca 'Glaucantha'
Hemerocallis 'Stella d'Oro'
Hosta 'Frances Williams'
Hosta 'Gold Standard'
Liriope muscari
Luzula sylvatica
Nepeta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

Common Name

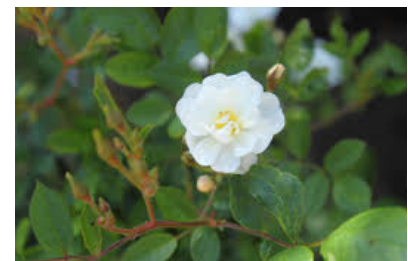
Weeping Brown Sedge
Variegated Sedge
Drooping Sedge
Purple Cone Flower
Barrenwort
Blue Fescue
Wallis Fescue
Stella d'Oro Daylily
Frances Williams Hosta
Gold Standard Hosta
Lilyturf
Greater Wood Rush
Catmint
Western Swordfern
Black-eyed Susan



Polystichum munitum



Luzula sylvatica



Rosa 'Gourmet Popcorn'

Rainwater Strategy

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

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

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

Ideas:

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

Benefits:

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

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



Aster subspicatus



Ribes lacustre



Blechnum spicant



Deschampsia cespitosa



Mahonia nervosa

Rain Garden Plant Selection List

Emergent Plants

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

Shrubs - Evergreen

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

Shrubs - Deciduous

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

Ground Cover

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

Perennials/Grasses

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

4.4 Public Realm Components

4.4.1 The Streetscape

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

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

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

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



Streetscape at 11th Avenue and Main Street



Streetscape at 14th Avenue and Main Street

1 City Sidewalk

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

2 Pedestrian or Cycling Facility

3 Rain Garden Edge

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

4 Proposed Street Trees

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

5 Existing Trees

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

6 Storefront Sidewalk / Entries

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

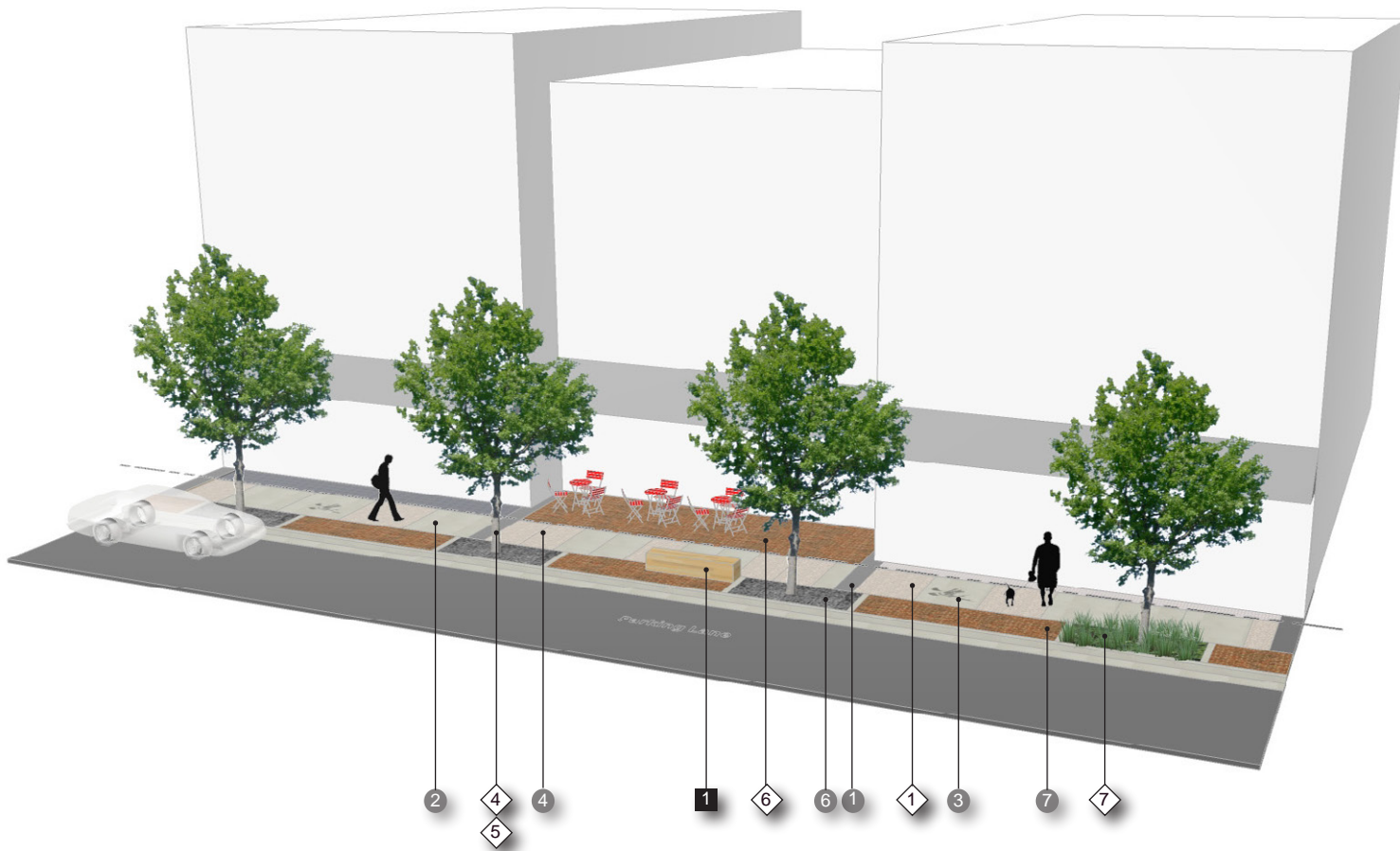
7 Planted Boulevard

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

8 Mid-Block Crossing

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

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



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

Streetscape Components

(See section 4.4.1 for complete list)

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

Paving Materials

(See section 4.4.2 for complete list)

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

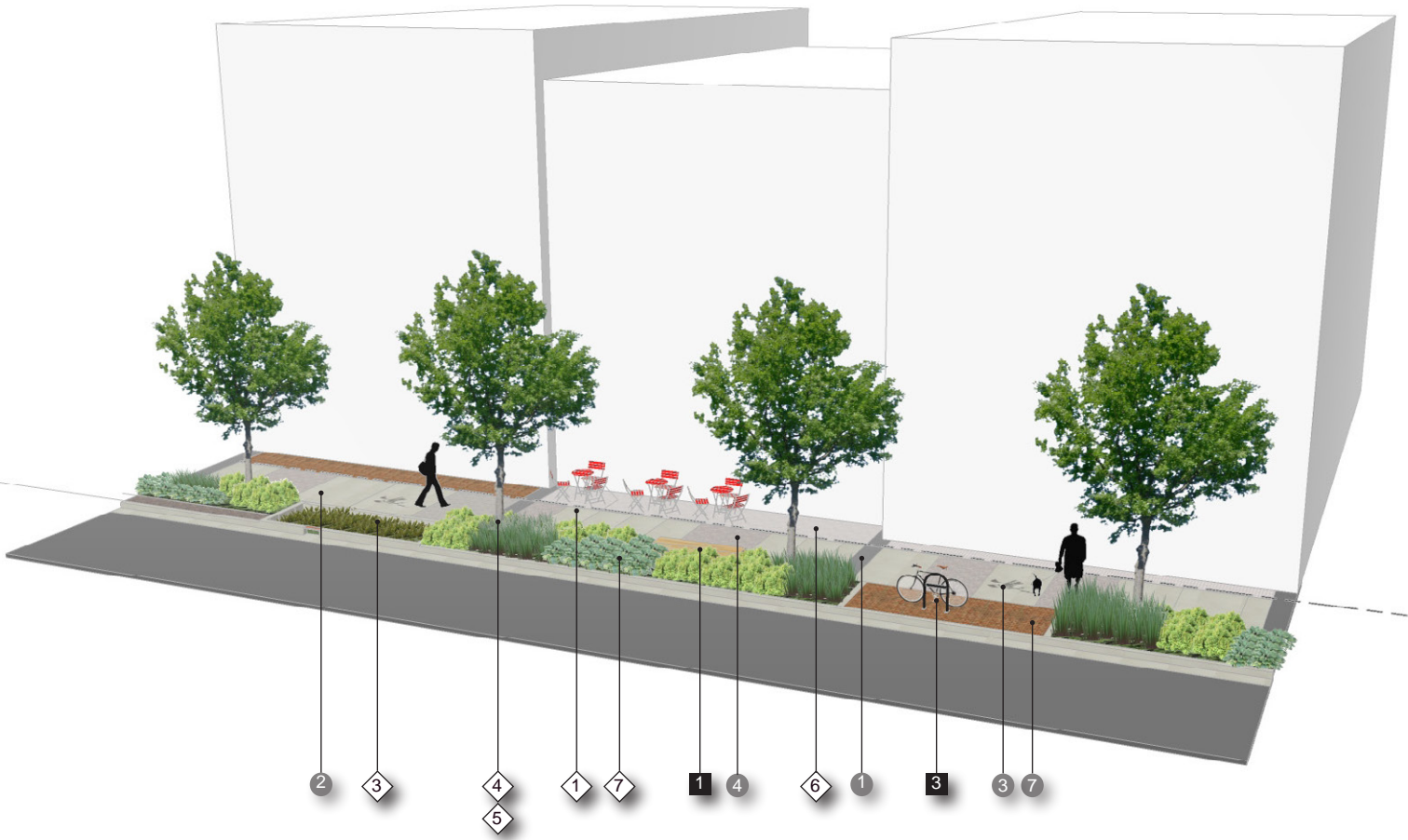
Street Furnishings

(See section 4.4.4 for complete list)

- 1 Bench

*See also section 4.4.3 for streetscape details.

Commercial Street Without Parking – Planted Boulevard Options



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

Streetscape Components

(See section 4.4.1 for complete list)

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

Paving Materials

(See section 4.4.2 for complete list)

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

Street Furnishings

(See section 4.4.4 for complete list)

- ① Bench
- ③ Bike Rack

*See also section 4.4.3 for streetscape details.

Commercial Street With Widened Public Realm - Streetscape Options



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

Streetscape Components

(See section 4.4.1 for complete list)

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

Paving Materials

(See section 4.4.2 for complete list)

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

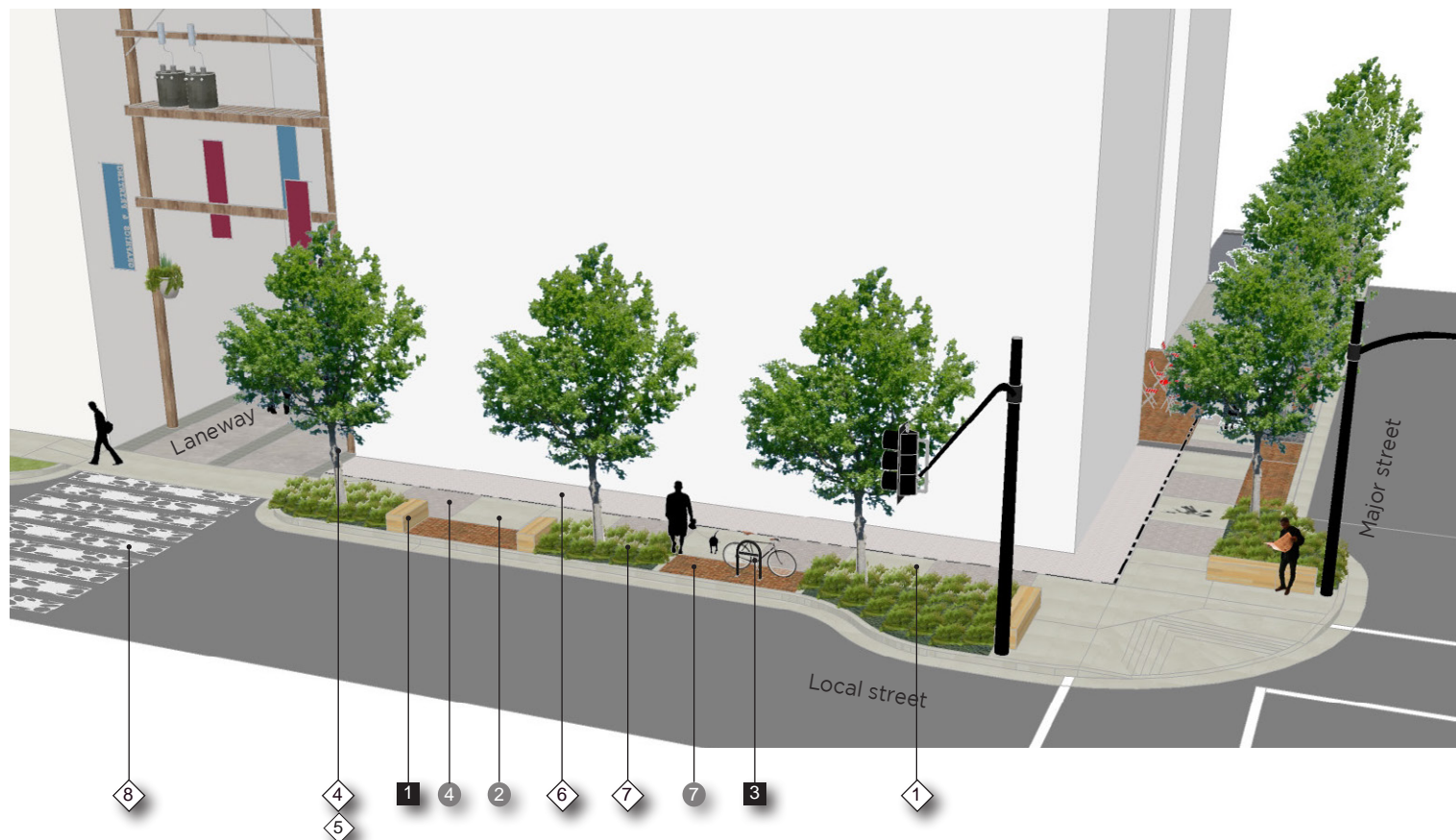
Street Furnishings

(See section 4.4.4 for complete list)

- ① Bench
- ③ Bike Rack
- ④ Bike Pump

*See also section 4.4.3 for streetscape details.

Boulevard Park – Laneway to Main Street or Laneway to Broadway



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

Streetscape Components

(See section 4.4.1 for complete list)

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

Paving Materials

(See section 4.4.2 for complete list)

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

Street Furnishings

(See section 4.4.4 for complete list)

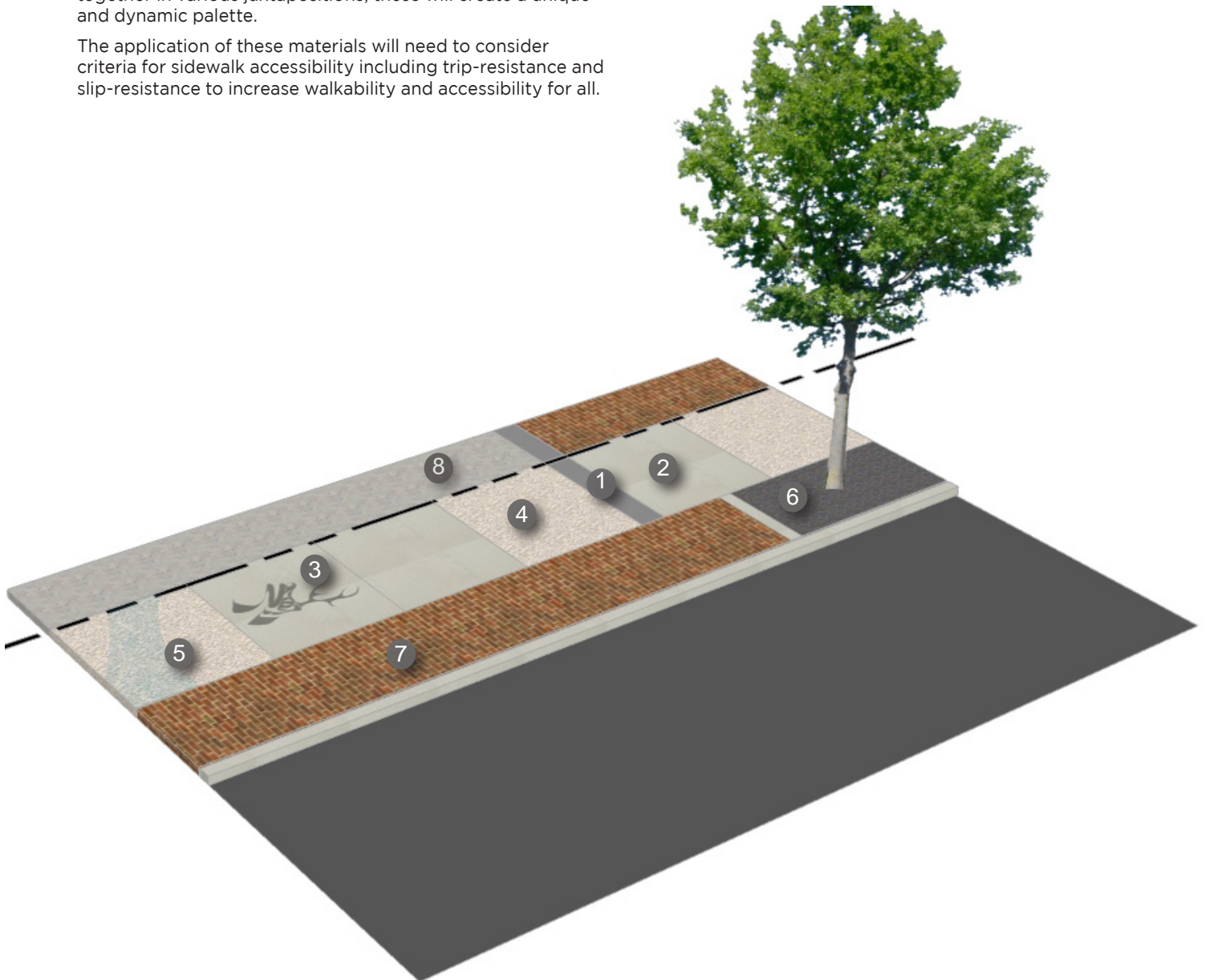
- ① Bench
- ③ Bike Rack

*See also section 4.4.3 for streetscape details.

4.4.2 Streetscape Materials

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

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



Paving Materials Palette

1 Coloured Concrete Band

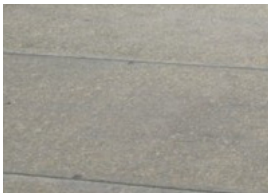


Standard City of Vancouver Coloured Concrete

Finish: broom finish with saw cut control joints.

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

2 Concrete



Standard City of Vancouver Concrete Sidewalk

Finish: broom finish with saw cut control joints.

3 Concrete with Sandblasted Pattern



Pattern Inspiration:

Broadway: art, First Nations community.

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

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

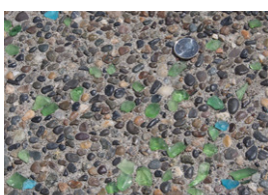
4 Exposed Aggregate Concrete



Standard City of Vancouver Exposed Aggregate Sidewalk

Finish: exposed aggregate concrete with saw cut control joints.

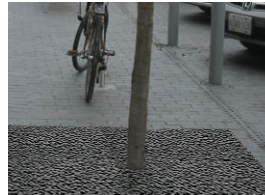
5 Exposed Aggregate Concrete with Hand Seeded Glass Nuggets



Used as an accent to highlight location of historic streams.

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

6 Tree Surround



Tree surround that allows for infiltration and tree growth.

7 Clay Pavers



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

Installation Method: mortar in place on concrete base.

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

Historical Reference:

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

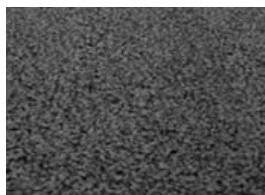
[Mount Pleasant Historic Context Statement, City of Vancouver, Donald Luxton & Associates Inc., May 2008](#)

8 Paving in New Development Adjacent to Public Realm



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

9 Permeable or Standard Asphalt in Laneway



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

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

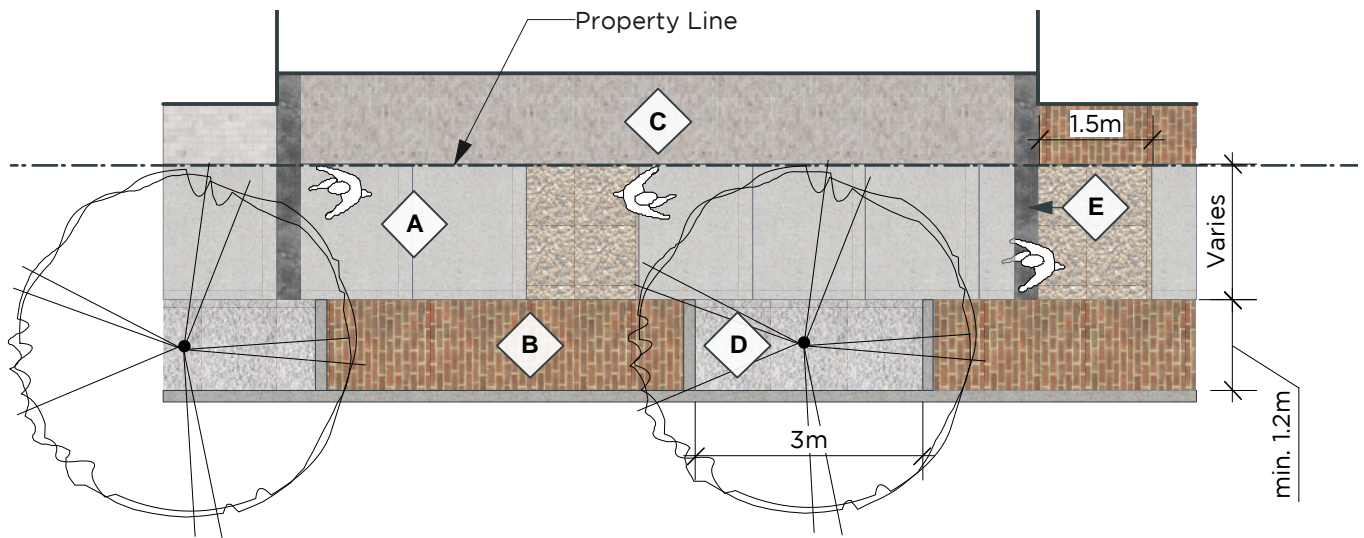
The following plans provide examples of potential streetscape scenarios for Mount Pleasant. They are intended to illustrate how creative arrangements of streetscape components and paving materials can help to foster an eclectic character while providing an enhanced experience for pedestrians, cyclists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

Typical Boulevard Detail

Commercial Street With Parking – Paved Boulevard

Intent:

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



CITY SIDEWALK

Size: width varies

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



BOULEVARD

Size: 1.2m wide min.

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

Installation: mortar in place on concrete base.



STOREFRONT / SIDEWALK / ENTRY

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

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



TREE PIT

Refer to City of Vancouver Urban Forest Strategy for details.

Size: 3m x 1.2m min.



COLOURED CONCRETE BAND

Size: 0.3m wide

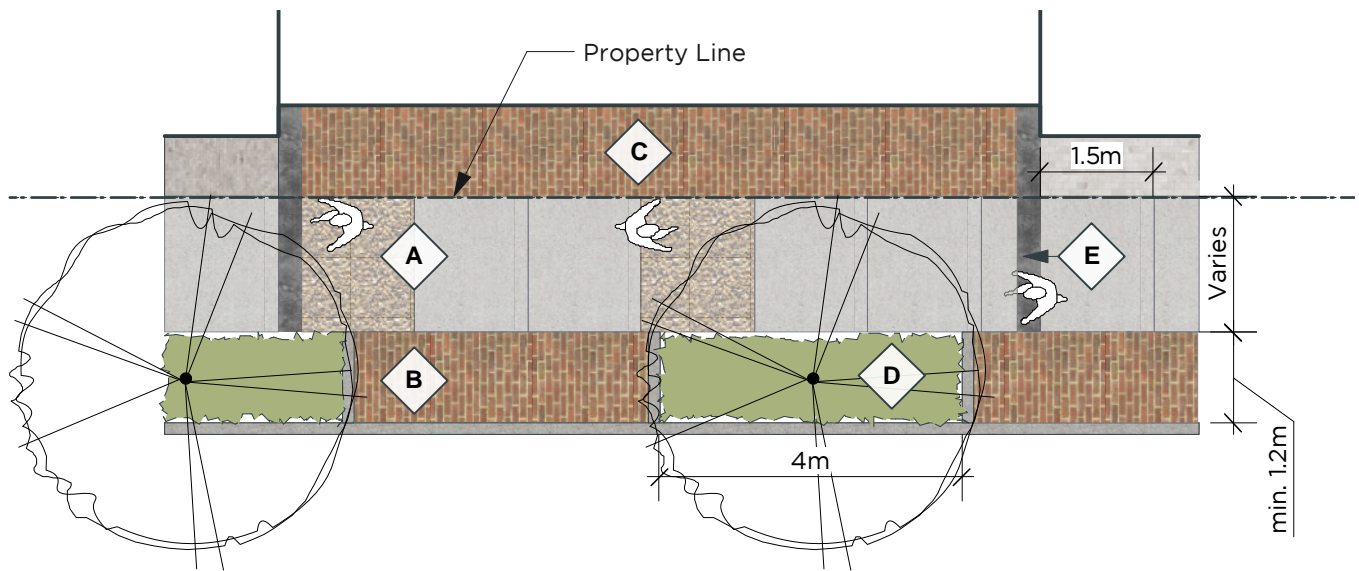
Surface materials: concrete (broom finish lengthwise, no trowel edge).

Typical Boulevard Detail

Commercial Street With Parking – Paved Boulevard With Planting

Intent:

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



CITY SIDEWALK

Size: width varies

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



BOULEVARD

Size: 1.2m wide min.

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

Installation: mortar in place on concrete base.



STOREFRONT / SIDEWALK / ENTRY

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

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



TREE PIT

Refer to City of Vancouver Urban Forest Strategy for details.

Size: 4m x 1.2m min.

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



COLOURED CONCRETE BAND

Size: 0.3m wide.

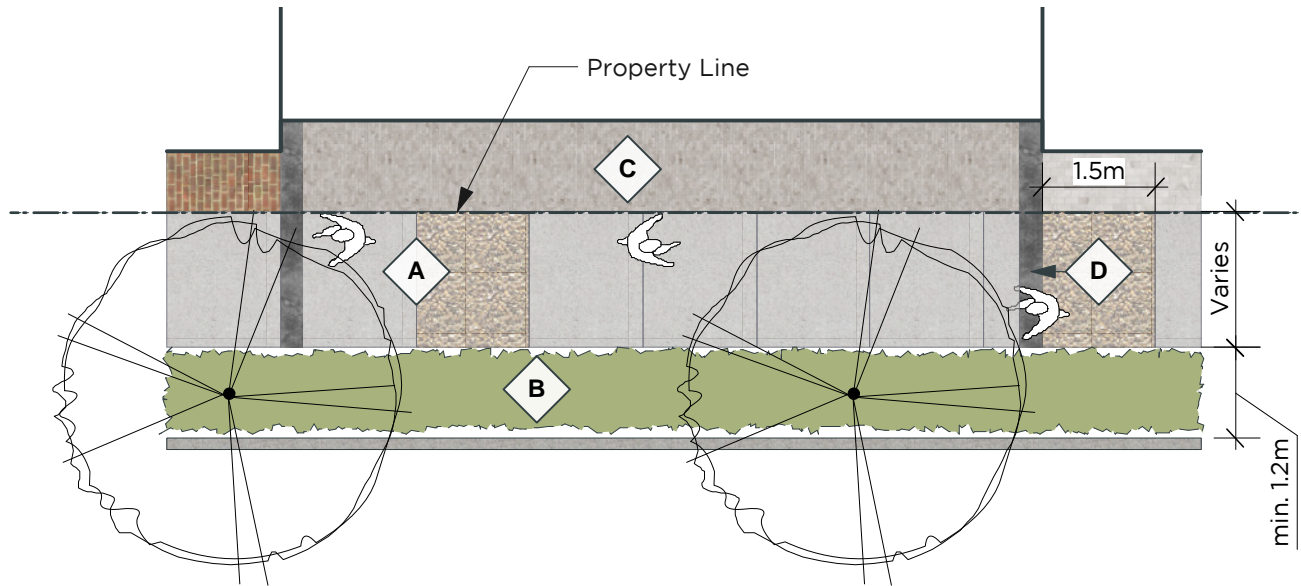
Surface materials: concrete (broom finish, no trowel edge).

Typical Boulevard Detail

Commercial Street Without Parking - Fully Planted Boulevard

Intent:

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



CITY SIDEWALK

Size: width varies

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



PLANTED BOULEVARD

Refer to City of Vancouver Urban Forest Strategy for details.

Size: 1.2m wide min.

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



STOREFRONT / SIDEWALK / ENTRY

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

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



COLOURED CONCRETE BAND

Size: 0.3m wide.

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

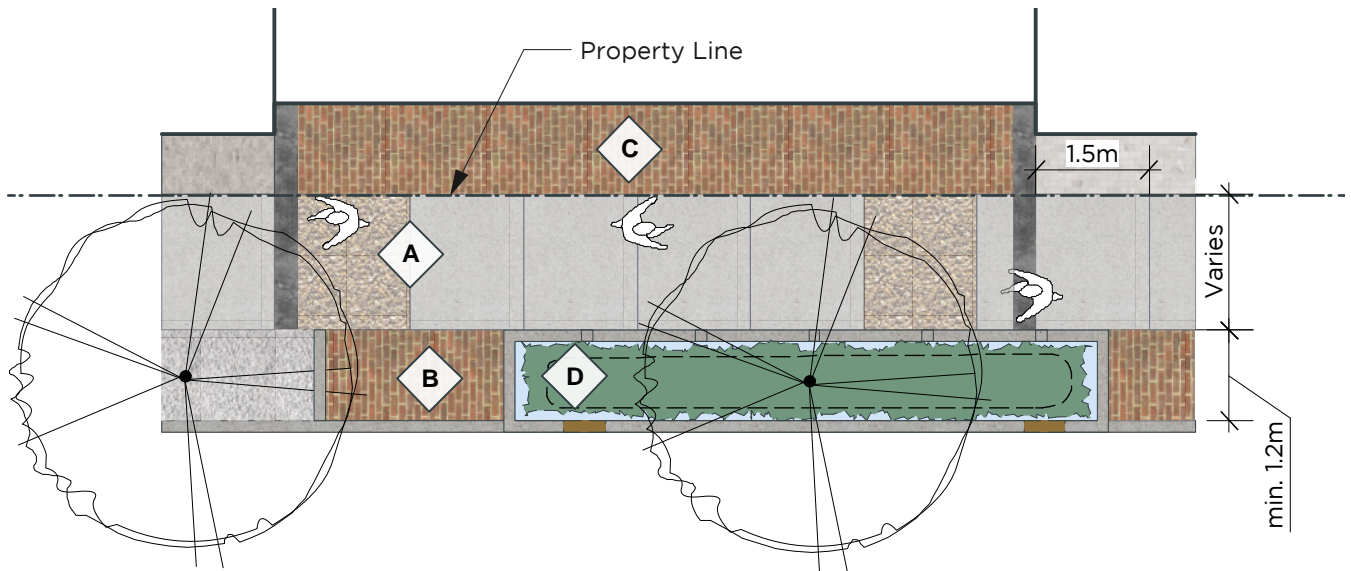
Typical Boulevard Detail

Rain Garden Edge

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

Intent:

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



CITY SIDEWALK

Size: width varies

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



BOULEVARD

Size: 1.2m wide min.

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

Installation: mortar in place on concrete base.



STOREFRONT / SIDEWALK / ENTRY

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

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



RAIN GARDEN

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

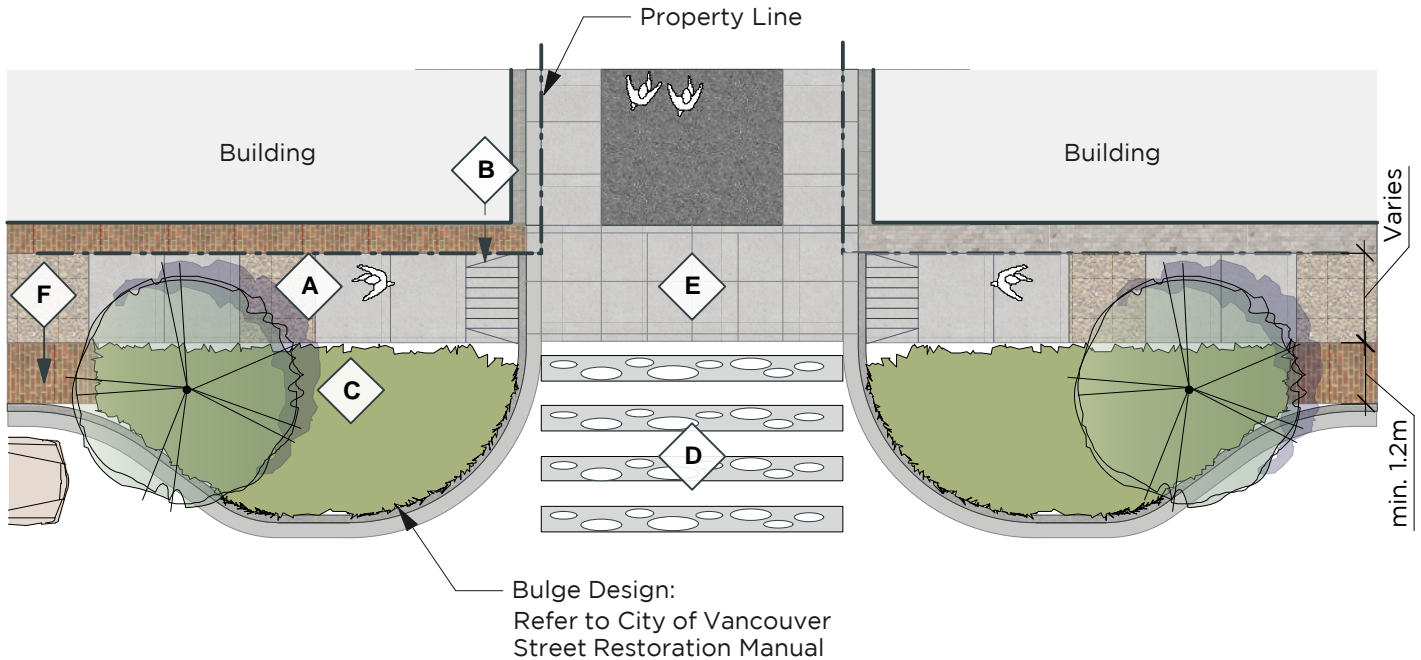
Size: 4m x 1.2m wide min.

Surface materials: rain garden planting.

Typical Mid-Block Crossing at Laneway

Intent

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



A

CITY SIDEWALK

Size: width varies

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

B

LANE CURB RAMP

Refer to City of Vancouver Street Restoration Manual.

C

PLANTING OR RAIN GARDEN

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

D

MID-BLOCK CROSSING

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

E

LANE CROSSING

Refer to City of Vancouver Street Restoration Manual.

F

BOULEVARD

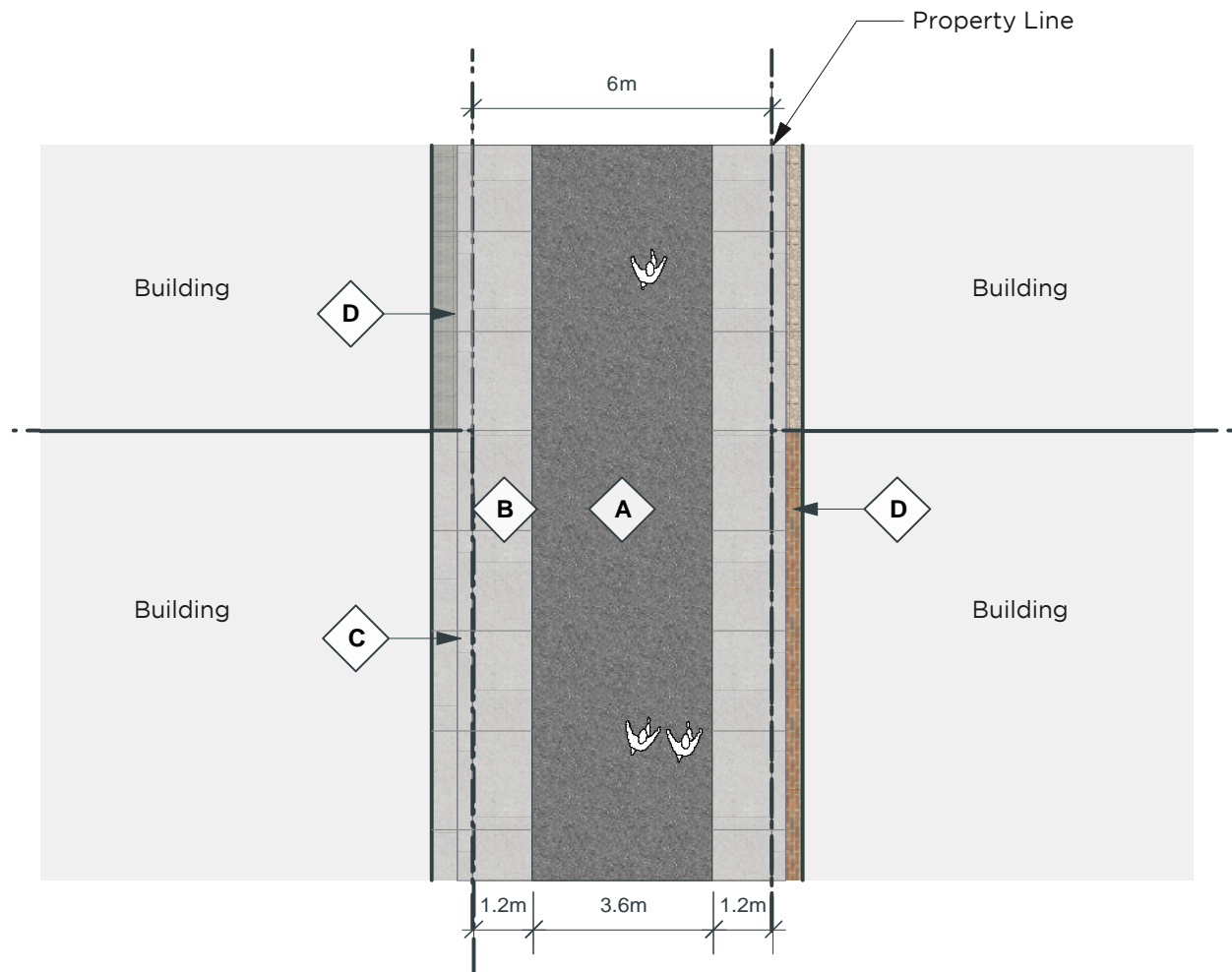
Size: 1.2m wide min.

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

Installation: mortar in place on concrete base.

Laneway Detail

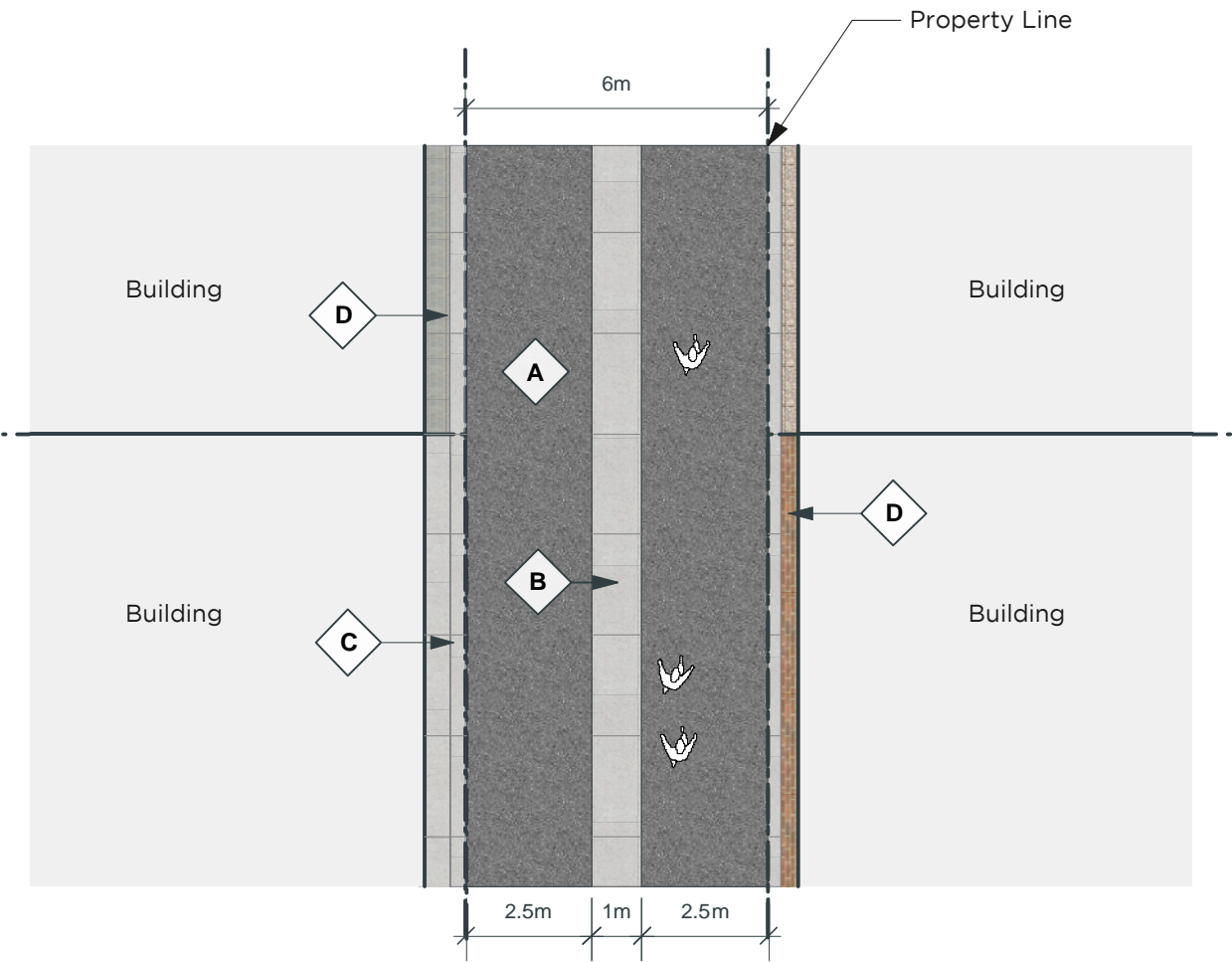
Type A



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

Laneway Detail

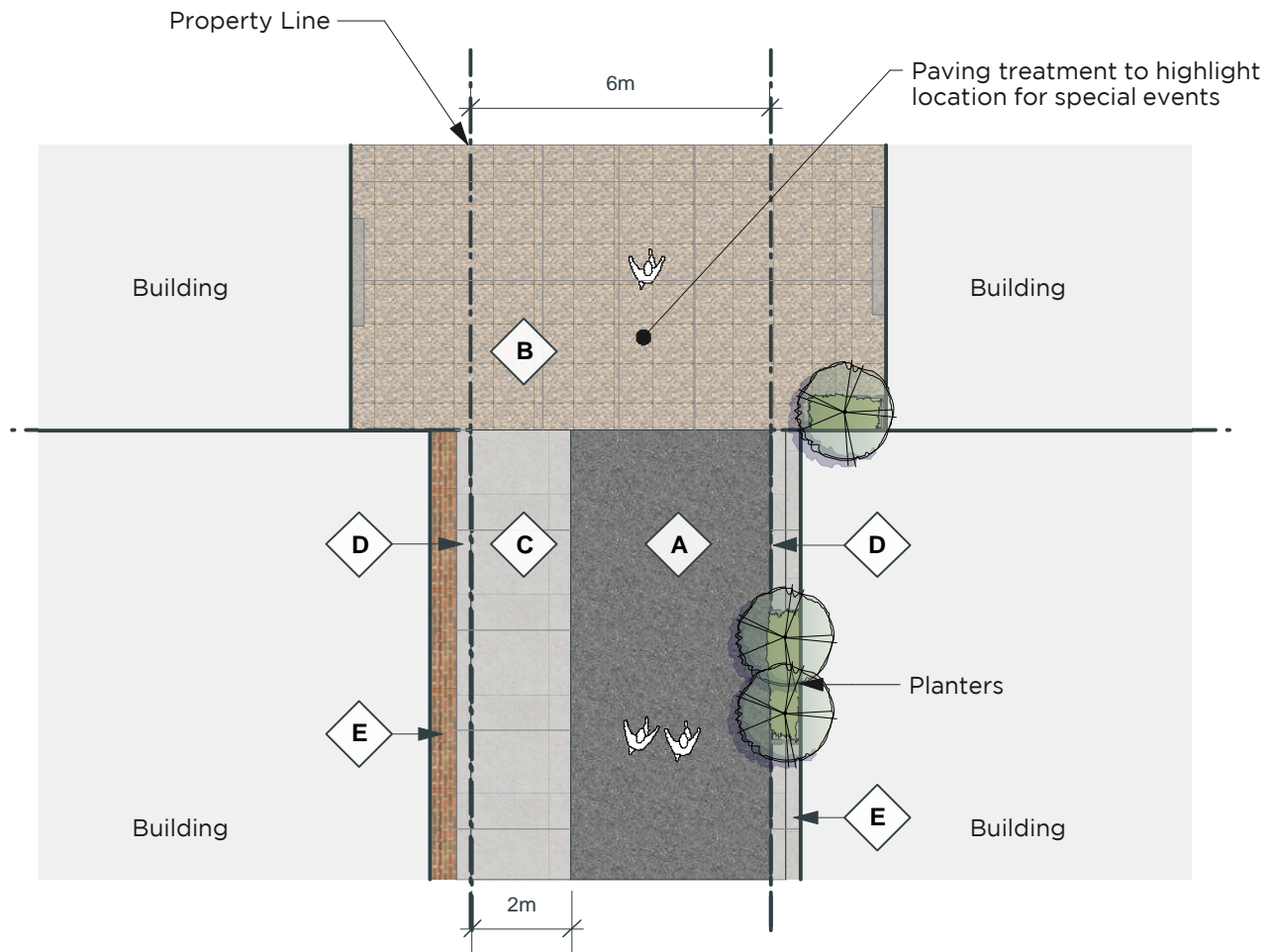
Type B - Centre Valley Profile



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

Laneway Detail

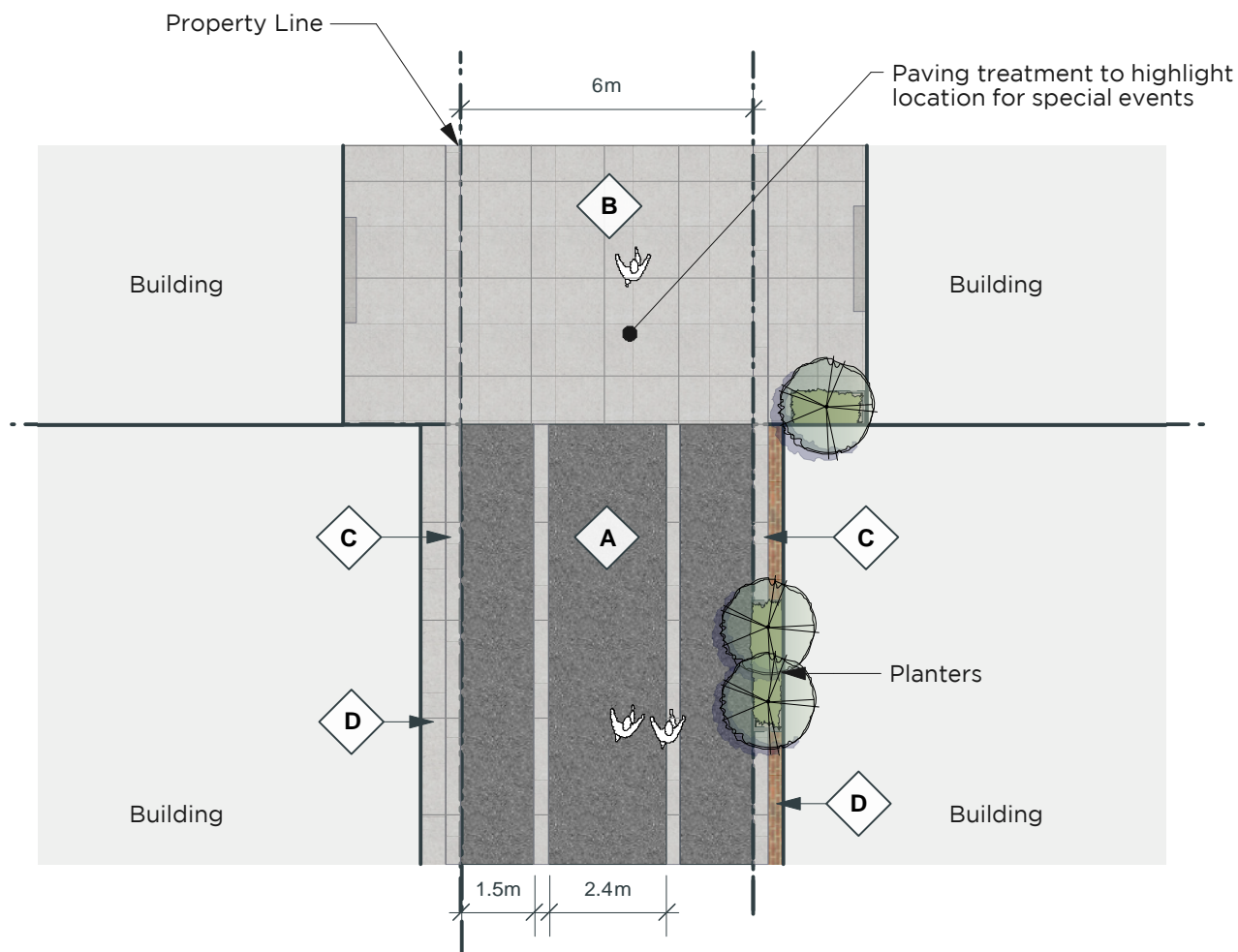
Type C



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

Laneway Detail

Type D



A PERMEABLE OR STANDARD ASPHALT
City of Vancouver Standard

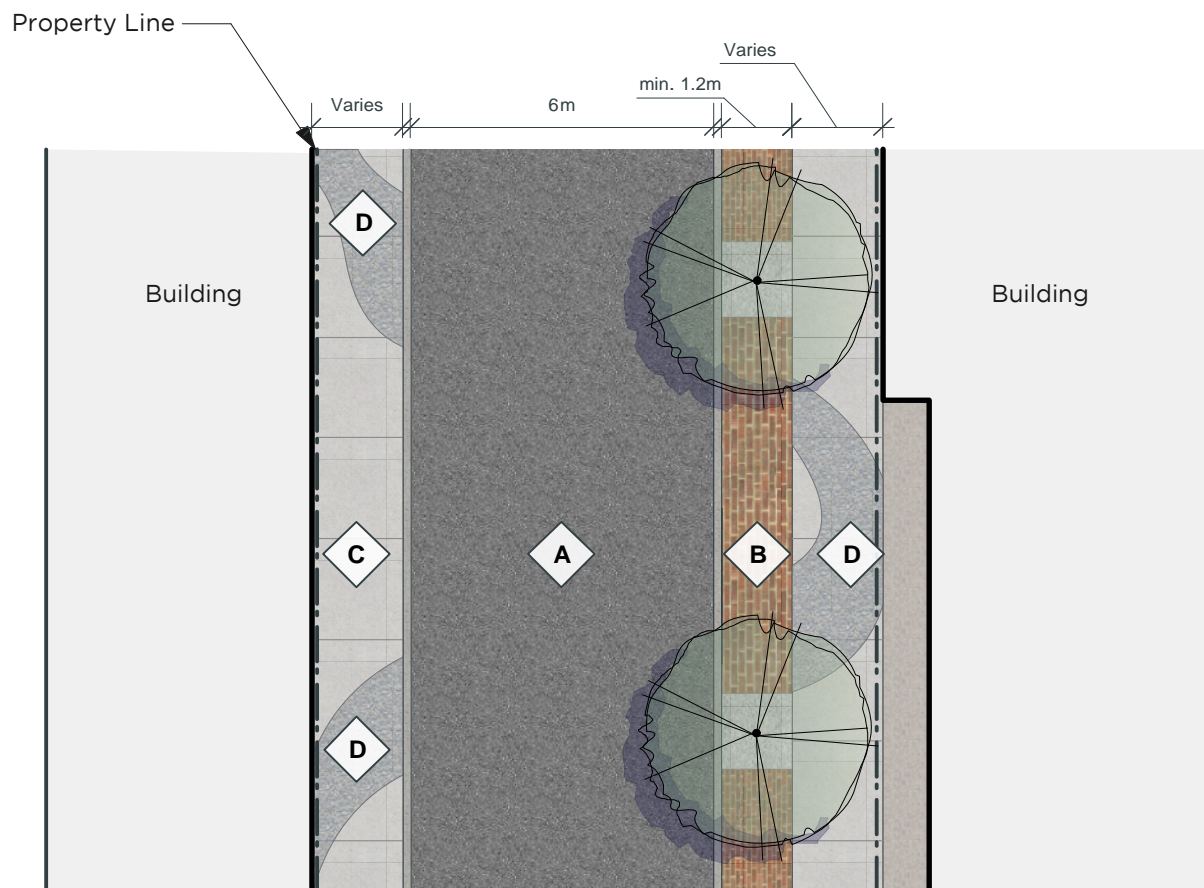
B CAST-IN-PLACE CONCRETE
City of Vancouver Standard
Surface materials: concrete (broom finish, no trowel edge).

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

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

Laneway Detail

Watson Street



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

City of Vancouver Standard

B BOULEVARD

Size: recommended 1.2m wide min.

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

Installation: mortar in place on concrete base.

C CAST-IN-PLACE CONCRETE

City of Vancouver Standard

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

D EXPOSED AGGREGATE CONCRETE WITH HAND SEEDED GLASS NUGGETS

Size: recommended 1.8m wide min.

Surface materials: exposed aggregate concrete with glass nuggets (saw cut control joints, hand seeded with tumbled blue glass).

This page has intentionally been left blank

4.4.4 Public Realm Furnishings

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

1 Bench – City Standard



City of Vancouver catalogue bench

5 Bike Rack



City of Vancouver Standard
Colour: Silver

2 Bench – Community Project



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

6 Bike Pump/Repair Station



City of Vancouver catalog bike pump and repair station.

3 Bench – In New Development Adjacent to Public Realm



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

7 Drinking Water Feature



City of Vancouver Standard
Colour: Black

4 Trash Receptacle



City of Vancouver Standard
Colour: Silver

8 Markers and Wayfinding



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

4.4.5 Lighting

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

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

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



Pedestrian light, banner and basket on Main Street



Designated area for posting community flyers and posters on Main Street

Heart of the Community

Intent

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

Main Street – 2nd to 7th Avenue

Intent

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

Main Street – 10th to 16th Avenue

Intent

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

Broadway and Kingsway Arterials

Intent

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

Laneways

Intent

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

Greenways

Intent

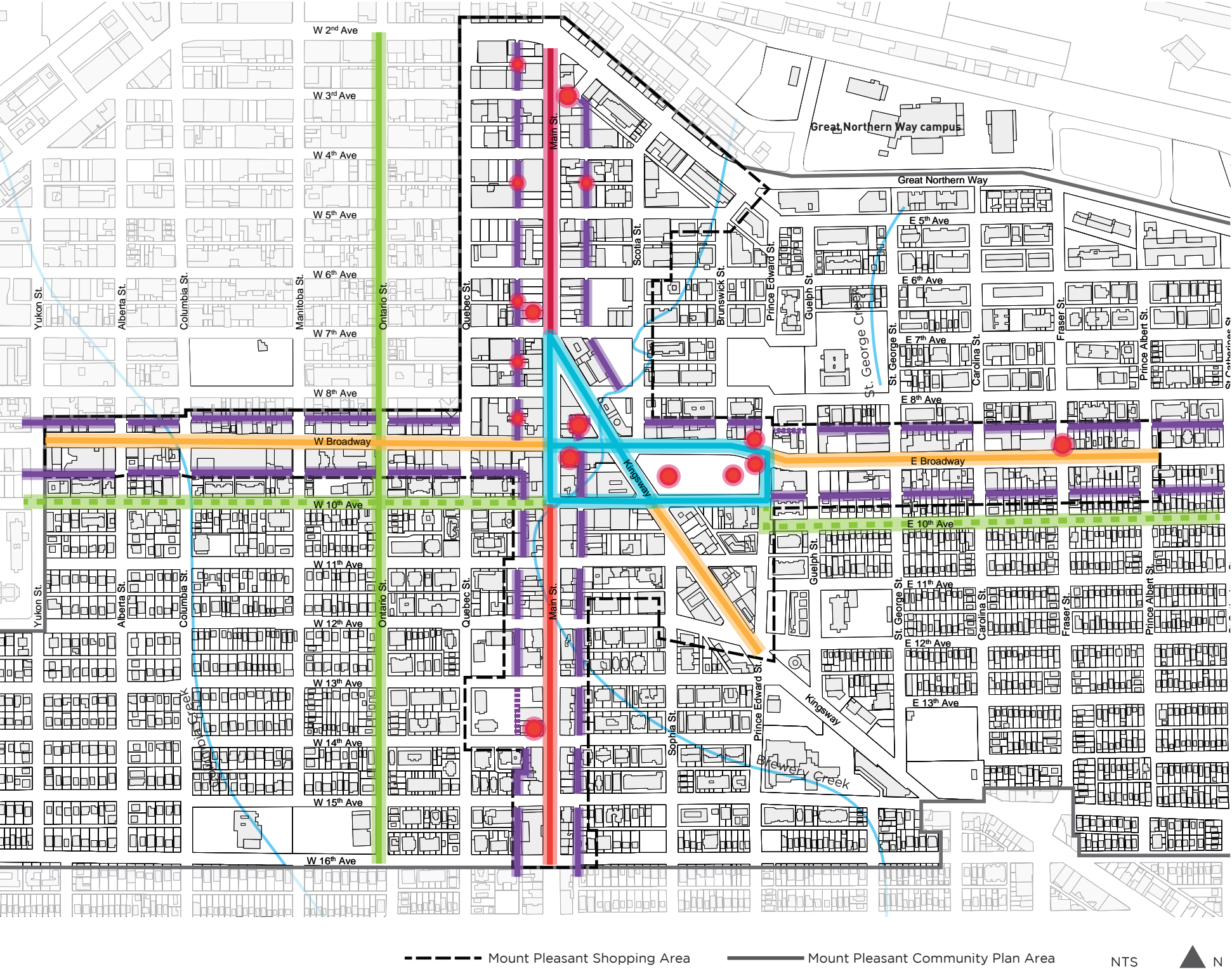
- Low level lighting to respect residential nature.
- Ensure sufficient lighting levels for pedestrians and bicycle routes.

Potential Plazas and Special Events on Laneway

Intent

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

Lighting Zones



Legend

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

Examples of Lighting Installations



Burnett Laneway
Melbourne, Australia



Art Installation
Montreal, QC



Martin Creed's Light Artwork
Vancouver, BC



Quartier des Spectacles
Montreal, QC



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



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

5

PUBLIC BENEFITS STRATEGY

5.1 Background

A public benefits strategy provides strategic direction for future capital investments in a community over the long term (30 years). It covers six key areas that support livable, healthy and sustainable communities: community facilities, parks and open spaces, affordable housing, public safety, transportation and utilities. Each public benefits strategy takes into account the existing network of amenities and infrastructure within the community, as well as district-serving and city-serving amenities located beyond the community boundaries. Each public benefits strategy is available for public review before being considered by City Council.

There are four key steps in preparing a public benefits strategy:

1. Assessing local needs within a citywide context.
2. Developing a strategy (including outcomes and/or targets) for addressing the identified needs.
3. Providing a rough order-of-magnitude cost to fulfill the strategy.
4. Outlining a financial strategy to support the outcome-based strategy.

The needs assessment considers the following:

- An optimal network of amenities and infrastructure that supports service and program delivery at citywide, district and local levels.
- Existing amenities and infrastructure to be renewed over the next 30 years.
- Current gaps, deficiencies or shortfalls in service and program delivery, if any.
- New demands anticipated from population and job growth over the next 30 years.

The outcome-based strategy for the local community is developed within an overall citywide framework that includes the following guiding principles:

- Provide core services across communities; determine best model for delivering each service.
- Partner strategically across all sectors (government, non-profit and private).
- Adapt to demographic changes; build flexible, adaptable and scale-able amenities.
- Prioritize renewal of existing amenities and infrastructure.

- Prioritize multi-use facilities.
- Phase large-scale projects; enhance cross-project coordination to optimize efficiency.
- Ensure long-term operational/financial sustainability.

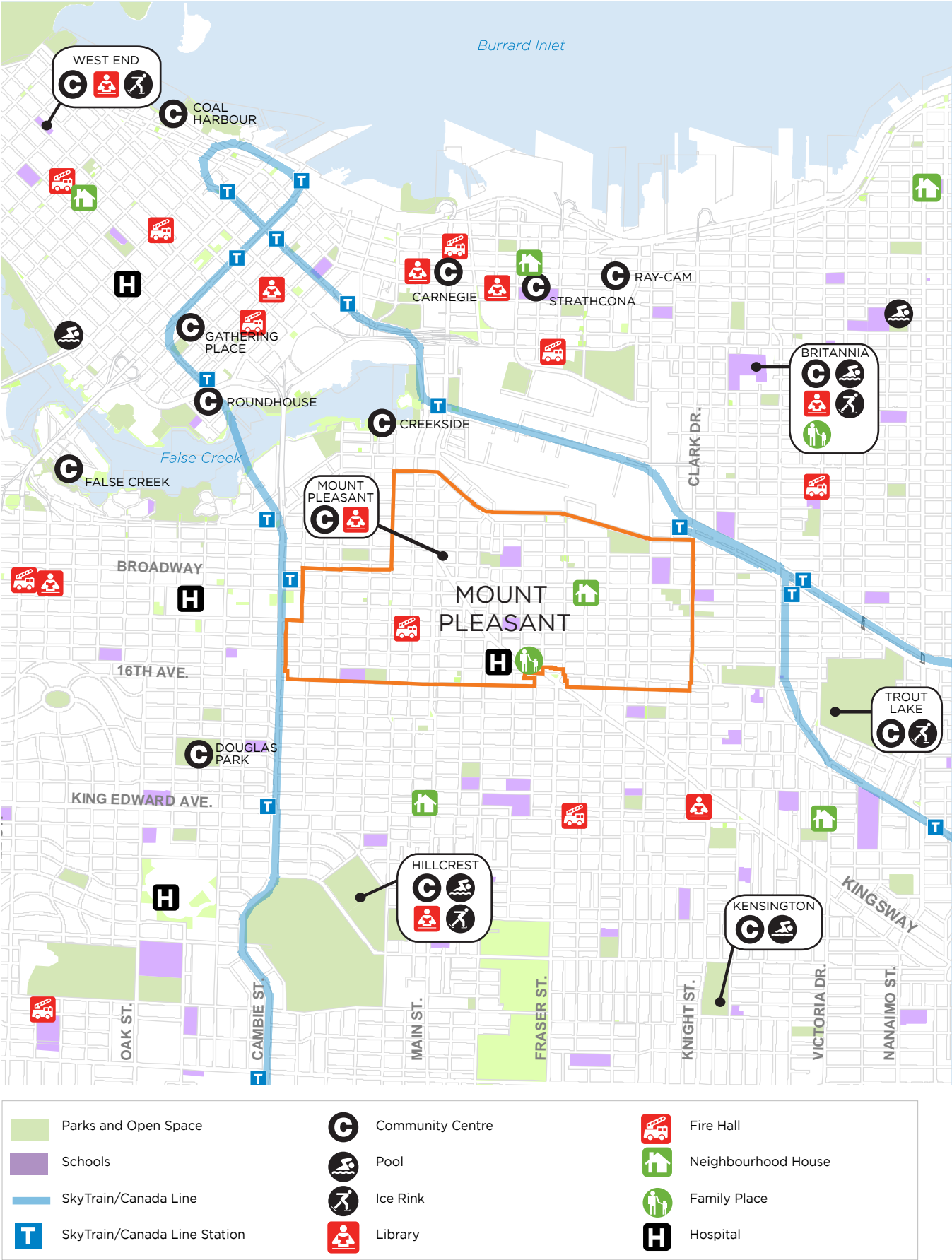
A public benefits strategy provides overall direction over a 30-year period as well as priorities for the next 10 years. It is integrated into the City's 10-year Capital Strategic Outlook, 3-year Capital Plan and annual Capital Budget for prioritization and funding consideration on a citywide level. Certain areas like housing, childcare, social and recreational programs that build on innovative partnerships with senior levels of government, charities and non-profit organizations will require strategic alignment and coordination with partner entities. Some elements in the public benefits strategy represent aspirational goals that are opportunistic in nature and require community-based and/or private fundraising to implement. Because the public benefits strategy is a long-term planning tool, it will need to be periodically reviewed and refined.

What the Mount Pleasant Community Plan (2010) says:

Key priorities noted in the approved Mount Pleasant Community Plan that relate to public benefits are:

- Add affordable housing, including both market and non-market rental.
- Improve the public realm, emphasizing walking and cycling and encourage activation of lanes as public spaces and walking routes.
- Increase the number of childcare spaces.
- Increase the amount of artist creation, production and performance/display space.
- Improve and add facilities to older parks to make them more useable.
- Add visual and functional green space by utilizing public spaces and larger development sites to create pocket parks, plazas and courtyards for a variety of public uses.
- Protect and enhance Mount Pleasant's many and varied heritage resources.

Figure 1: Current Facilities in the Mount Pleasant Vicinity



5.1.1 Introduction

The Mount Pleasant Public Benefits Strategy (the “Public Benefits Strategy”) builds on the existing facilities and infrastructure within Mount Pleasant as well as those located beyond the boundaries of this planning area that are used by Mount Pleasant residents.

A major component is to renew existing facilities and infrastructure that have reached the end of service life. A second component is to add new facilities and infrastructure to address existing deficiencies and/or anticipated population growth. These include: additional childcare, additional affordable housing, upgrades to existing parks and transportation-related improvements.

Upgraded public amenities will be necessary to support the current population and the new population in mixed use development on Main Street, East Broadway and Kingsway, as well as a gradual increase in population in the remainder of the neighbourhood.

The current condition and service levels at facilities serving Mount Pleasant was assessed and compared to citywide service levels. The impact of new population on these service levels, as well as anticipated funding from new development was projected over a 30-year period. This work is summarized in the Public Benefits Strategy.

Note: All figures given in this Public Benefits Strategy are in 2013 dollars.

5.2 Growth Estimates

The Mount Pleasant Community Plan Area is forecast to add approximately 4,500 new housing units and approximately 7,000 people over 30 years to the Mount Pleasant local area population of 26,000 (2011 census). (The Mount Pleasant local area population includes Southeast False Creek and the Mount Pleasant Industrial Area.) Of this growth, 1,300 units and 2,000 people are attributable to the Mount Pleasant Community Plan (2010), with the remaining growth occurring in the existing commercial areas, and IC-3 and RT zones. Owing to greater availability of developable land early in the 30-year time frame, approximately 36 per cent or 2,500 people are expected in the first 10 years of the period. Employment is anticipated to grow from approximately 25,500 to 28,500 jobs over the 30-year period. (These employment figures include the Mount Pleasant Industrial Area, Southeast False Creek and employment centres on Cambie Street not included in the Mount Pleasant Community Plan boundaries.)

The primary areas of population growth are on Main Street from 2nd to 7th Avenue where mixed use development will replace the existing light industrial/commercial (IC-2) zoning, and in Uptown, near the intersections of Main Street, Kingsway and Broadway. Overall population projections are based on anticipated annual growth rates in these two areas of between 1.0 and 1.4 per cent, resulting in about 30 to 40 per cent of eligible properties being redeveloped over 30 years. Population estimates are based on 550 square feet of residential space per person in apartments and 560 square feet in duplexes and infill. These averages are based on evidence from current and past residential developments across the city.

5.3 Facility Needs Assessments and Project Descriptions

5.3.1 Recreational and Library Facilities

Citywide

Recreation

Vancouver's network of recreation facilities was built up during the 1945–1980 period. The process to renew the oldest facilities started in the late 1990s and, to date, five community centres (Hillcrest, Killarney, Mount Pleasant, Sunset and Trout Lake), three pools (Hillcrest, Killarney and Renfrew) and three ice rinks (Hillcrest, Killarney and Trout Lake) have been renewed. It is anticipated that the renewal process will continue for the next 20-plus years. The location and size of recreation facilities is reviewed as part of the renewal process.

On occasion, the City will add a recreation facility where there will be sufficient concentrated population growth that is not well served by existing facilities, as was the case with the Roundhouse, Coal Harbour and Creekside community centres. Two additional facilities are in the planning stages: community centres in Oakridge and Fraserlands. The City also has the ability to expand existing facilities to address needs generated by population growth. A Citywide Recreation Strategy will be developed to guide future investments in this area. As well, opportunities for functional integration across various community services and programs will be explored to enhance customer service and operational efficiencies.

Libraries

Vancouver's network of libraries includes a Central Library and 20 branch libraries. The Central Library was originally located in the Carnegie Centre at Main Street and Hastings Street in 1903, relocated to Robson Street and Burrard Street in 1957, and moved to its current location at Robson Street and Homer Street in 1995.

A network of branch libraries to serve more neighbourhoods was created in 1927, grew modestly until 1945, then saw rapid expansion during the 1945–1980 period, in which 16 branch libraries were established. Since 1980, two libraries have been added to the system and 10 existing libraries have been renewed. The renewal process will continue for the next 20-plus years. The location, size and service area of libraries are reviewed by the Library Board and the City as part of the renewal process.

On occasion, the Library Board will recommend adding or relocating library services where there will be sufficient concentrated population growth that is not well served by existing facilities, as was the case with the Terry Salmon Branch (relocation and expansion) and the new full-service Downtown Eastside/Strathcona Branch (planned for 2015). As well, the service delivery model will continue to be modernized and streamlined, and opportunities for functional integration across various community services and programs will be explored to enhance customer service and operational efficiencies.

Mount Pleasant

Mount Pleasant's Community Centre was relocated/renewed at 1 Kingsway and opened in 2009. This 31,000 square foot facility is co-located with rental housing and includes an 11,000 square foot library and a 49-space childcare facility. The Creekside Community Centre in False Creek (also 31,000 square feet) is not within the Mount Pleasant Community Plan area but, since opening in 2010, has served residents living in the northern portion of the neighbourhood. Additional facilities serving Mount Pleasant include the Hillcrest Community Centre, pool and ice rink, and the Trout Lake Community Centre and ice rink (see Figure 1). These recently new facilities will be able to accommodate the recreational and library facility needs of the projected additional population in Mount Pleasant and surrounding area for the foreseeable future.

Ten-year Direction

- Continue to serve residents with the existing network of facilities located in and around Mount Pleasant.

Thirty-year Strategy

- Review needs for recreational and library services every ten years to determine if additional services are warranted.

5.3.2. Social Facilities

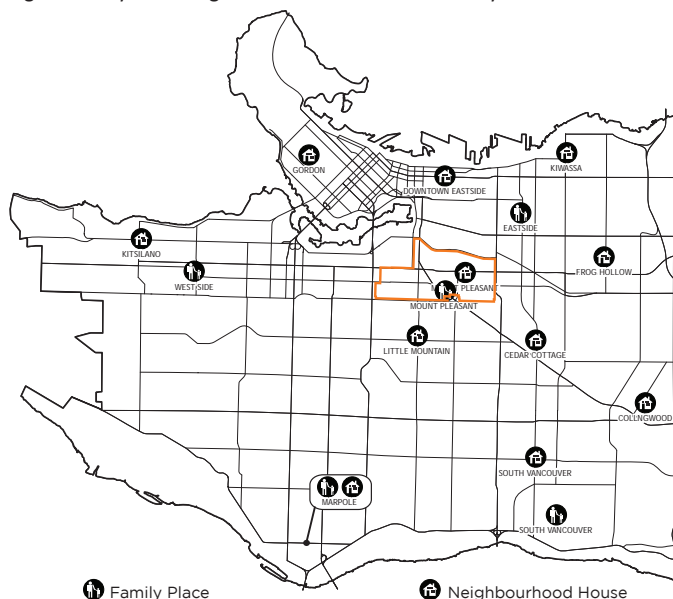
Citywide

The City has been actively involved in the provision of social facilities since the 1970s. The existing network includes a variety of facilities supporting a range of capacity-building programs and resources. Vancouver's social infrastructure falls into three broad categories:

1. Those that welcome the full range of a neighbourhood demographic (e.g. neighbourhood houses)
2. Those targeting a particular demographic (e.g. family places and seniors' centres)
3. Facilities that provide targeted services for populations who are vulnerable (e.g. Carnegie Centre, WISH, Aboriginal Friendship Centre)

Neighbourhood houses and family places have been part of the social fabric of the city since the 1940s when Gordon Neighbourhood House opened its doors to the West End. There are now eleven neighbourhood houses and five family places across the city (see Figure 2). While only five out of the eleven neighbourhood houses are City-owned, all neighbourhood houses receive either capital investment or programming grants to ensure programs and services are specific and cost-accessible to the population they serve and can meet a continued growing demand for community gathering spaces. Four of the five family places are owned by the City (all but West Side Family Place). Three out of four youth hubs are City-owned, providing valuable resources, services, programs and housing for at-risk youth.

Figure 2: Citywide Neighbourhood Houses and Family Places



In addition, the City owns and operates Carnegie Centre, Gathering Place and Evelyne Saller Centre. These facilities offer free programs and services that enhance the physical, mental and social well-being of vulnerable populations in the Downtown Eastside and Downtown South. While the Gathering Place is relatively new (built in 1995), both the Carnegie Centre and Evelyne Saller Centre are in need of upgrades.

The process to renew existing aging facilities started in the 1980s and will continue over the coming decades requiring dedicated resources for renewal and possible expansion. The location and size of social facilities is reviewed as part of the renewal process. A Citywide Social Amenity Plan will be developed to guide future investments in this area. As well, opportunities for functional integration across various community services and programs will be explored to enhance customer service and operational efficiencies.

Mount Pleasant

Although every neighbourhood benefits from capacity-building, the opportunities offered by neighbourhood houses and family places are especially critical in neighbourhoods with high proportions of low-income, single-parent, seniors living alone and immigrant populations. Mount Pleasant has a high proportion of low-income households (32 per cent versus 27 per cent city-wide), a median income that is 25 per cent lower than the city average, and a higher-than-average proportion of single-parent households. The percentage of renters (67 per cent) is also higher than the city average of 52 per cent, suggesting a higher degree of transiency. There are some 60 social and cultural non-profit organizations in Mount Pleasant – organizations that provide essential community space and resources but that struggle with affordable space. Locations adjacent to major arterials and transit corridors, such as Broadway and Main Street are ideal for non-profit organizations.

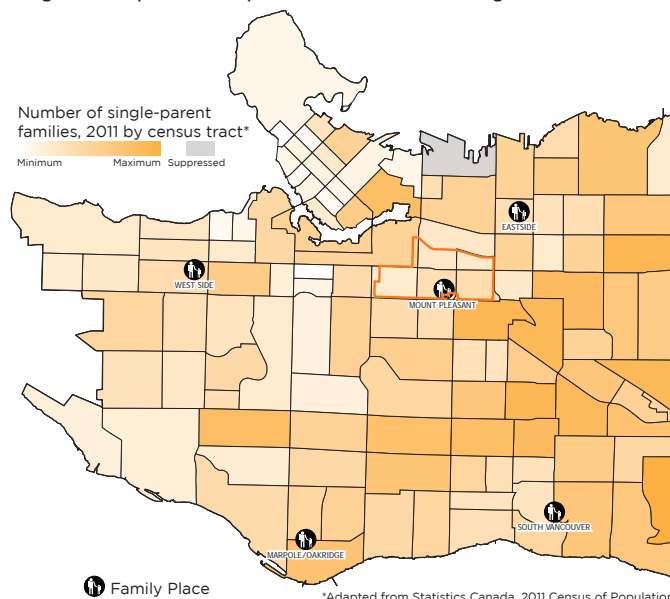
Built in 1994, the Mount Pleasant Neighbourhood House is at capacity and is forced to offer some programming out of local schools. The facility is well located at East Broadway near Fraser Street to serve the more vulnerable population along the Broadway corridor and in the eastern portion of the community. The current design and size limit programming capacity and a constrained site will not permit expansion as the population along the corridor grows. Because of its central location on a frequent bus route, Mount Pleasant Neighbourhood House could potentially

serve populations beyond Mount Pleasant, but currently can only serve one-third of its possible catchment population of approximately 65,000 people because of its size and design limitations. Along with childcare for children aged three months to five years, the Neighbourhood House also offers youth, family, seniors and newcomer programming, and is a hub for a number of community groups.

Mount Pleasant Family Place is located in Robson Park on Kingsway near Fraser Street in an old Park Board field house. Given that children in Mount Pleasant score slightly higher on vulnerability indicators than the rest of the city (38 per cent versus 36 per cent), the early development activities provided there are important. The facility is well located to serve south Mount Pleasant and a broader area to the south that has a high proportion of families and no similar facilities nearby (see Figure 3). However, the building was not designed for its current uses, is under-sized and is near the end of its useful life. The size limitation is so severe that the number of family visits per week is limited in order to provide opportunities for a larger number of families to visit.

The additional population in Mount Pleasant will increase service demands for both the Neighbourhood House and Family Place. Providing additional Neighbourhood House space elsewhere in Mount Pleasant would permit co-location with a renewed Family Place. One option would be on or near the current Family Place in Robson Park that could serve Mount Pleasant and allow the south central part of the city to also access these key family services.

Figure 3: Citywide Family Places and Number of Single-Parent Families



Specialized Youth Facility

The Broadway Youth Resource Centre has served homeless and at-risk youth since 1999 from its location at East Broadway and Fraser Street. The site is now under redevelopment to expand the facility and to provide 103 supportive housing units and commercial retail space. This renewed facility will allow the Broadway Youth Resource Centre to continue acting as an important resource and service delivery hub for vulnerable youth.

Ten-year Direction

- Pursue cost-effective opportunities to address the general shortage of social services space in Mount Pleasant.

Thirty-year Strategy

- Renew and co-locate a Family Place and facility expansion for the Neighbourhood House to serve the growing needs for family and related social services in Mount Pleasant – the estimated cost is \$3 to \$7 M.
- Consider the opportunities to renew existing infrastructure based on most pressing needs as part of new developments in Mount Pleasant.

5.3.3 Cultural Facilities

Citywide

Arts and cultural spaces are vital to every community. They serve residents, attract tourists, enable business development and enhance the quality of life. Artists, cultural workers and creative commercial businesses contribute to our local economy. Spaces in which creative work is undertaken also enable connections and opportunities for people to learn, share and participate in their neighbourhood and city.

Vancouver's Culture Plan (2008) and emerging Cultural Strategy aim to enhance, promote and support the culture and creative diversity of the city to the benefit of its citizens, creative community and visitors. The Cultural Facilities Plan (also 2008) provides a detailed strategy specific to cultural spaces/facilities that focuses on the sustainable creation and operation of cultural spaces. The City provides support for cultural facilities through the provision of space, technical advice and regulatory assistance, and through the Capital Plan via the Cultural Infrastructure Grant Program, development-related investment (Community Amenity Contributions, or CACs) and occasional land contributions.

Cultural spaces tend to be unique, singular spaces (no two are alike) that result from a synchronicity of opportunity – that of a clearly identified need, a development opportunity, and an organization capable of addressing the need. The City uses blended staff/community peer review panels to assess priorities and proposals to ensure that investment in cultural spaces addresses critical priorities for arts and culture.

The emerging Cultural Strategy is moving toward a stronger partnership model for advancing Vancouver's cultural facility ecology. Long-term goals include: empowering the private sector and arts and cultural community in the development and operation of cultural spaces; using City investment to leverage additional resources for the purpose of developing and operating cultural facilities; securing key cultural assets in the public domain through ownership by non-profits, foundations and other agencies; and optimizing and stabilizing existing civic assets for operational and financial sustainability.

There are approximately 50-plus City-owned or controlled spaces, and 500 non-City-owned cultural spaces across Vancouver. Renewal of key cultural spaces will be an important priority in the implementation of all community plans. In addition there is an interest in the strategic co-location of cultural organizations where appropriate. Opportunities for functional integration across various community services and programs will be explored to enhance customer service and operational efficiencies. Finally, there is an interest in maximizing the effectiveness of existing facilities through investment in the physical structure and in the security of the asset where it may be in a vulnerable ownership or lease situation. Growth in absolute numbers of cultural facilities is less important than strategic and effective investment in existing spaces that improves their long-term affordability, suitability and viability as cultural spaces.

Mount Pleasant

Mount Pleasant is one of several cultural hubs in Vancouver, with one of the city's highest concentrations of artists and cultural workers. It is a significant area for studios, galleries, rehearsal and performance spaces and administrative headquarters for non-profit cultural organizations.

Priorities for arts and culture in the Mount Pleasant Community Plan (2010) include:

- Preserving and enhancing the cultural character of the neighbourhood by retaining existing cultural spaces and developing new gathering, creation, production, presentation and support spaces inclusive of indoor and outdoor spaces and existing public buildings and commercial facilities
- Providing more opportunities for public art
- Providing diverse and affordable housing options for artists
- Animating lanes through cultural creation and production spaces
- Investigating opportunities for co-location or shared spaces where appropriate
- Creating a focus on the cultural district north of Broadway and Main Street

Ten-year Direction

Priorities for investment per the following will be determined through consideration of the planning principles and policies of the Mount Pleasant Community Plan and the need for, and ability to provide, affordable, viable, suitable space that is secured for the long-term, and that best matches the opportunities as they present themselves.

- Stabilize the physical asset of existing key cultural spaces (City-owned or non-City owned).
- Preserve and secure key existing cultural spaces through ownership in the public domain.
- Retain/create flexible multi-use neighbourhood spaces such as studios, offices, rehearsal/production and indoor/outdoor event space.
- Provide housing options for artists.
- Pursue co-location opportunities for cultural spaces as appropriate.
- Strengthen cultural districts or hubs in the neighbourhood.
- Sustain investment in art in public places both through strategic partnerships and development contributions to public art on major development sites.
- Allocate \$4.5 M (CAC from 228-246 East Broadway/ 180 Kingsway rezoning) towards artist production space. It is anticipated that this allocation will leverage \$2 to \$4 M in partnership contributions.

Thirty-year Strategy

As the community grows and changes, the Public Benefits Strategy must consider and respond to new and evolving needs of the neighbourhood, including the arts and cultural community. Inclusive of the 10-year directions above, additional neighbourhood consultation and research into demand, supply and gaps in cultural infrastructure will position the community to best respond to new opportunities. Priorities for new or re-investment must address need (through an understanding of demand, supply and gaps) and the ability to provide affordable, viable, suitable space that is secured for the long-term.

5.3.4 Childcare

Citywide

Childcare for children under 5 years old

High quality early childhood education has demonstrated long-lasting effects on child development, including a reduction in vulnerability, and an increase in school readiness, educational attainment and healthy lifestyles. In turn, these benefits support a strong economy and a healthier city for all.

Services for children under 5 years old include all-day childcare for working parents (i.e. five days a week or part-time, operating year-round) and preschool programs (typically half-day sessions one or more days a week, operating September to June). While most facilities offer either childcare or preschool, there are some facilities that offer both.

There are approximately 25,000 children under 5 years old living in Vancouver, and approximately 3,800 licensed childcare spaces and 3,000 preschool spaces currently available. Approximately 1,600 childcare spaces and 630 preschool spaces are delivered in City and Park Board facilities, with the assistance of non-profit childcare operators. Of these, about 650 childcare spaces and 137 preschool spaces have been created in the last 10 years.

Renewal of existing childcare facilities will become gradually more important as older buildings constructed 30 to 40 years ago reach the end of their service lives.

While preschool programs are well supplied across the city, there is a clear shortage of childcare spaces for working parents, particularly for children under 3 years old. It is estimated that about 9,700 additional childcare spaces serving 0- to 4-year olds are needed to meet current need, and this figure is anticipated to increase as Vancouver's population grows in the future.

The City, Park Board and School Board are committed to increasing the number of childcare spaces and have forged a strong partnership with non-profit childcare operators. The City continues to advocate for the participation of the Federal and/or Provincial governments in the delivery of childcare services.

Childcare for school-aged children

Childcare services for school-aged children (5 to 12 years old) include out-of-school programs for before and after school (five days a week, operating September to June). Ideally, the programs are located at the elementary schools. Some programs are offered off-site because of the physical limitations at the schools. There are instances where a childcare facility offers programs for both school-aged children and children under 5 years old.

Table 1: Current Supply, Shortfall and Projected Need (to 2041) of Licensed Childcare in Mount Pleasant

	Current supply of licensed childcare spaces ^[1]	Current spaces needed	Current shortfall	Additional need to 2041 ^[2]	Shortfall to 2041
Ages 0 to 4	311	569	258	74	332
Ages 5 to 12 (school-age care)	164	372	208	56	264
Total, ages 0 to 12	475	941	466	130	596

Table 2: School-Age Care Spaces by Elementary Schools, 2012/13^[3]

School	Enrollment	School-age care (ages 5 to 12) spaces on site
Florence Nightingale Elementary	239	44
Mount Pleasant Elementary	175	25
Simon Fraser Elementary	219	65 ^[4]
Total	633	134

Table 3: Childcare Space Targets to 2041 by Age Group for Mount Pleasant

Age group	Strategy target
0 to 4	147 spaces
5 to 12	118 spaces
Total	265 spaces

There are approximately 37,000 children between the ages of 5 and 12 years old living in Vancouver, and approximately 3,900 licensed out-of-school care spaces currently available. Approximately 2,500 spaces are currently delivered on-site at Vancouver Board of Education elementary schools and 460 spaces at City and Park Board facilities, with the assistance of non-profit childcare operators. Of these, about 76 spaces have been created in the last 10 years.

Because most programs are offered at elementary schools, renewal of existing childcare facilities can be achieved when the school is renewed.

There is a clear shortage of out-of-school care spaces. It is estimated that about 10,000 additional spaces serving school-aged children are needed to meet current need, and this figure is anticipated to increase as Vancouver's population grows in the future.

The City, Park Board and School Board are committed to increasing the number of childcare spaces for school-aged children and have forged a strong partnership with non-profit childcare operators. The City continues to advocate for the participation of the Federal and/or Provincial governments in the delivery of childcare services.

Mount Pleasant

Like all Vancouver neighbourhoods, Mount Pleasant is underserved by existing childcare spaces. These shortages present real challenges for families with young children. Compared to most Vancouver neighbourhoods, however, the Mount Pleasant Community Plan area has fared relatively well, with an estimated 50 per cent of childcare need satisfied by existing supply (versus 28 per cent city-wide).

As of fall 2013, there are 475 licensed full-time childcare spaces in Mount Pleasant, whereas current need is estimated at 941 spaces. This leaves a shortfall of 466 spaces, primarily for infants and toddlers (0 to 2 years) and school-aged children (5 to 12 years). Anticipated population and employment growth in Mount Pleasant is expected to generate need for an additional 130 childcare spaces by 2041, for a total shortfall of 596 spaces.

In addition to licensed childcare, the Mount Pleasant Community Plan area has 120 licensed preschool spaces, serving 139 per cent of estimated need for part-time, part-day early childhood preschool education in the area.

The three school-age care programs serving children aged 5 to 12 years in Mount Pleasant are currently co-located on site at each of the neighbourhood's three public elementary schools: Florence Nightingale Elementary, Mount Pleasant Elementary and Simon Fraser Elementary (see Table 2 and Figure 4 for locations).^[5]

Figure 4: Childcare Facilities



Recognizing that childcare is primarily the responsibility of senior governments, but wanting to contribute to narrowing the shortfall, City Council has set short-term targets for the facilitation of new childcare spaces in the city since 2003. Staff have proposed a citywide target of 10,000 new City-facilitated childcare spaces by 2041.^[6] Based on the evaluation of Mount Pleasant's needs and its proportion of total citywide spaces, approximately 265 of these target spaces should be created in the Mount Pleasant Community Plan area, split between the age groups as noted in Table 3.

The targeted 147 spaces for the 0 to 4 years age group may be provided in a number of ways: as part of one or more major developments, within existing structures, or through expansion of existing facilities. Cost-effective options will be pursued as much as possible, including co-locating childcare with other family services. Depending on development and expansion opportunities, type of construction (new construction or renovation; modular, wood-frame or concrete) and on the availability of public land, providing these spaces is estimated to cost within the range of \$14 to \$17 million.

As with the 0 to 4 years age group, costs for providing new school-age (5 to 12 years) childcare spaces vary depending on the availability of under-utilized school space, the extent of renovations required to convert these spaces, and the availability of land to purchase and locate modular structures, or to pursue other new development opportunities. Depending on availability of space within school buildings or of land on school sites, as well as on other opportunities near schools, providing the targeted 118 spaces for the 5 to 12 years age group is estimated to cost within the range of \$2 to \$3 million.

Achieving the full target of 265 spaces will require partnerships with external agencies (such as the Vancouver Board of Education), the non-profit sector, the development sector and senior governments.

Ten-year Direction

- Monitor population growth and childcare needs and consider cost-effective opportunities to deliver new spaces as they arise.

Thirty-year Strategy

- Pursue adding the targeted new spaces in as cost-effective a manner as possible, co-located with other compatible uses where feasible.
- Limit costs wherever possible by delivering new spaces in partnership with non-profits, senior governments and other agencies.
- For childcare spaces serving children ages 0 to 4 years (target is 145 to 150 new spaces), the estimated cost is \$14 to \$17 M.
- Pursue adding additional spaces serving children aged 5 to 12 in existing, new or recapitalized area schools if and where space is available.
- Alternatively, pursue the purchase, servicing and renovation of new modular structures to be located on available school sites, or on other nearby sites.
- For school-age care (ages 5 to 12 years) (target is 115 to 120 new spaces), the estimated cost is \$2 to \$3 M.

[1] Not including preschool. Data source: Westcoast Child Care Resource Centre, 2012; Ministry of Education, 2012/13; VSB, 2012–2013.

[2] By 2041 there will be an estimated population increase of 7,000 people in Mount Pleasant.

[3] Westcoast Child Care Resource Centre 2012; previously cited.

[4] 40 space preschool spaces are also located on-site.

[5] There are also two independent elementary schools: St Francis Xavier Elementary and St Patrick's Elementary. A new English and a new French school are planned in Southeast False Creek.

[6] This proposed target includes new City-facilitated built and committed spaces in licensed group care, but not replacement spaces, family childcare spaces, unlicensed care, or preschool.

5.3.5 Parks, Open Space and Access to Nature

Citywide

Vancouver has 220 parks. While parks are relatively well distributed across the city, the ratio of neighbourhood parks to residents is much higher in some areas than others. Grandview Woodlands and Fairview are the local areas with the lowest neighbourhood park ratios. The Greenest City 2020 Action Plan target is for all Vancouver residents to live within a five-minute walk of a park, greenway or other green space. This will be achieved through a variety of approaches including converting portions of existing City roads to small green spaces and plazas, designing mini parks into developments occurring on large sites across the city and targeted acquisition of small sites for conversion to green space. Neighbourhoods that have a lower park ratio and that have gaps in access to green space will be given priority for these approaches. These spaces will be designed to maximize functionality and to create active and highly useable public spaces that are unique to their location and neighbourhood character.

While several dozen parks have been renewed over the past 20 years, many others have not been updated in several decades and are not as useable as they could be. Given the high land cost of acquiring new park space, a major objective to address the growing need for useable green spaces is to optimize the use of existing parks. Vancouver has an ongoing program of park renewal to upgrade and

improve the variety of facilities in existing parks so as to make them more attractive and functional for a wider range of the population. This program generally targets upgrading one or two major parks in the city annually. All parks across the city in need of upgrading are ranked based on overall condition, current need, recent and projected area population growth and costs to upgrade. Estimated upgrading costs for the top ranked parks are then included in the City's 3-year Capital Plan and reviewed as part of the annual Capital Budget. The objective is to allocate limited resources equitably and address areas with the greatest needs first.

Figure 5: Parks and Park Deficiencies



Mount Pleasant

Mount Pleasant has nine area parks, totalling 9.51 hectares that are generally well distributed in the neighbourhood. Most have been updated in the past 10 to 15 years, including the recent expansion and upgrade in 2011 to Mount Pleasant Park on the site of the former community centre and pool. Jonathan Rogers Park and Guelph Park have not been upgraded for some time, and can be made more functional for new and existing residents (especially Guelph Park, which is the closest major park to population growth areas on Main Street and East Broadway). Mount Pleasant also has two small gaps with respect to the City's "Access to Nature" target in the Greenest City 2020 Action Plan of having all Vancouver residents live within a five-minute walk of a park, greenway or other green space by 2020 (see Figure 5). The gap near Main Street at 3rd Avenue will be eliminated when planned open space is created in Southeast False Creek, anticipated in approximately five years.

Mount Pleasant has a growing population and limited opportunities to expand park space. There is a strong desire in the community for more green space and more functional open space to provide opportunities to gather, recreate and socialize. It is recommended that increasing access to green space be achieved in a number of innovative ways by taking advantage of new development and finding creative ways to green Mount Pleasant's streets.

New parks or plazas for passive recreation, socializing and community events will be sought in areas of Mount Pleasant where growth is focused over the next 30 years – on or near Main Street and East Broadway – to serve a variety of community needs. Opportunities include expanded boulevards, conversions of street sections to public open spaces or plazas and designing prominent locations on major development sites as public spaces. All these opportunities will be explored in concert with new development to ensure the design of the open spaces considers adjacent uses, traffic and access needs, and that active and highly useable public spaces are created.

Key opportunities to develop public spaces include the Kingsgate Mall site, the IGA site at Main Street and 14th Avenue, and the City-owned site on the west side of Main Street between 6th and 7th Avenue as part of a future social housing project.

Improvements to Jonathan Rogers Park and Guelph Park are also recommended. Ideas for Jonathan Rogers Park include general park upgrades, a new synthetic playing field, an updated field house and features to be determined through park development consultation. Ideas for Guelph Park include general park upgrades, an updated playground and features to be determined through park development consultation. Given its proximity to anticipated population growth areas, Guelph Park is considered to be the first priority for upgrading in the first ten years of the Public Benefits Strategy.

Ten-year Direction

- Renew Guelph Park in consultation with the Mount Pleasant community.
- Target achieving 1 to 2 public open spaces on flanking streets along Broadway and Main Street in conjunction with adjacent new development.
- Provide a public open space as part of the development of the City-owned site on Main Street between 6th and 7th Avenue.

Thirty-year Strategy

- Renew two Mount Pleasant parks, Jonathan Rogers Park and Guelph Park, in consultation with the Mount Pleasant community – the estimated cost is \$5 M.
- Pursue opportunities to add public open spaces on flanking streets along Broadway and Main Street in conjunction with adjacent new developments – the estimated cost is \$1.5 to \$3 M.
- Add one new public open space at the City-owned site on Main Street between 6th and 7th Avenue – the estimated cost is \$0.5 M.
- Require major development sites (e.g. Kingsgate Mall) to provide well located and designed public open space in the form of plazas or mini parks.

5.3.6 Affordable Housing

Citywide

In July 2011, City Council approved the Housing and Homelessness Strategy 2012-2021 and committed to improving choice and affordability for all residents and in all neighbourhoods across the city. The Housing and Homelessness Strategy considers the entire housing continuum – the range of housing options available to households of all income levels, extending from emergency shelter and housing for the homeless, through to affordable rental housing and homeownership. In order to meet the demand for affordable housing, the Housing and Homelessness Strategy includes targets for all types of housing along the continuum (see Figure 6).

Affordable housing can be provided by government, non-profit and for-profit partners, and can be found along the whole housing continuum. The degree of housing affordability results from the relationship between the cost of housing and household income.

The City of Vancouver achieves affordable housing through a range of tools, including partnerships to develop social housing on City-owned land, capital grants to support non-profit housing projects and inclusionary housing policies that require and incentivize the inclusion of affordable housing in private developments. The City has a number of funding sources for delivering affordable housing including Development Cost Levies (DCLs), Capital Plan resources and through development (e.g. density bonusing and inclusionary policies). The City uses these funding sources to leverage significant contributions from partners, including senior governments, non-profits and the private sector. The tools applied in each neighbourhood will reflect the opportunities and unique characteristics of each area. As well, the City will work with senior governments and community partners on a mid- to long-term strategy to rehabilitate and renew existing non-market housing stock city-wide.

Ultimately, the amount and type of housing that is delivered in each community will reflect both citywide needs and the unique needs and opportunities within each community. The housing strategies for Mount Pleasant respond to the unique conditions in the community and are balanced with the overall Public Benefits Strategy for the area.

Mount Pleasant

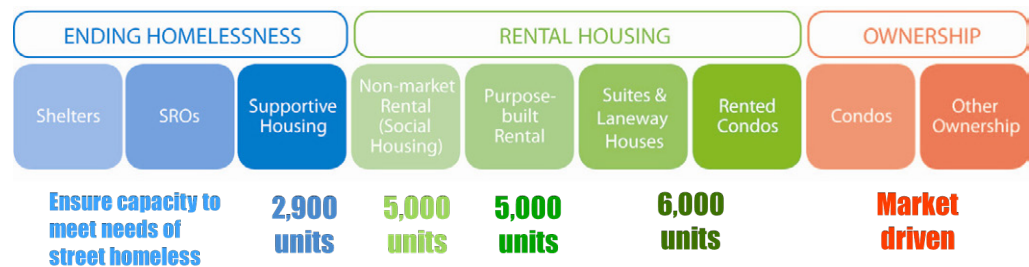
There are 26 non-market housing projects in the Mount Pleasant Community Plan area with a total of 749 units (see Figure 7). Currently, non-market housing units make up about nine per cent of all dwellings in Mount Pleasant, about the same as the citywide average. Over 40 per cent of social housing units in Mount Pleasant are over 35 years old and may need renewal over the life of the Public Benefits Strategy. Through the City's partnership with BC Housing, the Streethome Foundation and non-profit partners, a new supportive housing project at East Broadway and Fraser will provide 103 units for people who are homeless and at risk of homelessness. This project is scheduled to open in 2014 and will also provide a new program space for the Broadway Youth Resource Centre. In addition, a new 100-unit interim housing project (funded until 2018) is underway at 395 Kingsway, contributing to the City's goal of ending street homelessness by 2015.

Market Housing

New development opportunities along the arterial streets in Mount Pleasant will add to the supply of apartment units, providing greater housing variety and relatively more affordable housing than the predominately duplex housing in the neighbourhood. Opportunities for market housing along Main Street, Broadway and Kingsway in lowrise and midrise apartments will provide options for singles, couples, young families and seniors to stay in Mount Pleasant as personal circumstances change. In addition, new duplex, townhouse and infill units will be possible in the duplex areas of Mount Pleasant for households requiring larger or ground-oriented housing.

Mount Pleasant also contains over 6,300 units of relatively affordable market rental housing, primarily in the RM-4 zoning districts. Over 95 per cent of this market rental housing was built prior to 1980. This stock of rental housing will continue to be protected from redevelopment by the City's rental protection regulations (Rental Housing Stock Official Development Plan). The City's Rental 100 program provides incentives to encourage new secured market rental housing and is anticipated to add to the inventory of secured market rental units in the community.

Figure 6: Housing Continuum and Citywide Housing Targets 2012 to 2021



Need for Social Housing

The need for affordable housing in Mount Pleasant is similar to the need in the city as a whole. The number of households spending more than 50 per cent of income on housing is a strong indicator of the minimum need for social housing intervention, indicating severe affordability challenges and potential risk of homelessness. Census data shows that over 1,100 renter households in Mount Pleasant pay more than 50 per cent of their income on housing, representing about 13 per cent of all renter households in the community. Of these households, 95 per cent have annual incomes of below \$25,000. The community also faces significant challenges with homelessness, and an estimated 100 units of supportive housing beyond those currently underway will be required to meet this need.

The City's Housing and Homelessness Strategy also anticipates that a share of future residential capacity will be secured as affordable housing. Demand analysis shows that approximately 40 per cent of new households in the city will be renters, and 15 per cent of new rental units should be secured as social housing. The growth in Mount Pleasant over the next 30 years is expected to generate a need for approximately 250 additional social housing units. The City also faces a broad challenge with the need for housing for single households with very low incomes. The City's strategy to meet this need focuses on adding low-income singles housing in all neighbourhoods. In Mount Pleasant, this strategy generates a need for an additional 150 social housing units.

The total need for social housing in Mount Pleasant is approximately 1,600 units over the 30-year timeframe of the Public Benefits Strategy, reflecting both the minimum existing need and a share of future growth.

Delivery of Affordable Housing

The Mount Pleasant Community Plan creates opportunities to achieve social housing through development in four ways:

- The large City-owned site at 2221 Main Street represents an important opportunity to develop a significant mixed-income social housing project in the community.
- Major redevelopment sites including Kingsgate Mall will be rezoned under the Ecocities Policies for Rezoning of Sustainable Large Sites, and will therefore seek to achieve 20 per cent of residential units as affordable housing.
- Rezoning of sites along Lower Main (2nd to 7th Avenue) will generate significant Community Amenity Contributions (CACs), a portion of which will be used to contribute to social housing on-site or at another location in the community. This Public Benefits Strategy proposes that approximately 25 per cent of CACs from these rezonings be allocated to affordable housing.
- The allocation of citywide capital funding, primarily from DCLs, will contribute to housing projects with partners.

Figure 7: Non-Market Housing



The Public Benefits Strategy targets a range of approximately 750 to 850 social housing units over 30 years and 300 to 400 units in the first ten years through these opportunities, addressing approximately 50 per cent of the total need for social housing in the neighbourhood. Approximately 100 units are targeted as part of the City's inclusionary policies at an anticipated cost of \$250,000 per unit (total cost of \$25 million). For the remaining 650 to 750 units, approximately two-thirds (450 to 550 units) are anticipated to be delivered on City-owned land, including the City-owned site at 2221 Main Street. The remaining 200 units will be generated through City grants to non-profit led housing projects, with City contributions expected to total approximately \$2 million.

Mount Pleasant is a community with significant housing need, but limited opportunity to meet that need through private development and CACs. CACs generated by the Community Plan would support only about 20 per cent of the 750 to 850 unit target identified above. For this reason, this Public Benefits Strategy identifies Mount Pleasant as a high priority relative to other communities for allocation of citywide funding allocated to affordable housing through the Capital Plan. When taking this additional contribution into account, the City's goal will be to achieve 750 to 850 units in total over 30 years. The City and developer contributions to achieving these units is estimated to be between \$60 and \$70 million, roughly one-third of the total estimated cost of \$185 million.

The City will continue to seek strategic partnerships to maximize the delivery of affordable housing with limited City resources. These funding sources will include non-profits, private organizations and senior government mechanisms, including the use of rent supplement approaches in order to further address the gap between the 750 to 850 units target in this Public Benefits Strategy and the total estimated need for 1,600 units in Mount Pleasant.

Ten-year Direction

- Ensure that the portion of CACs from the 228-246 East Broadway/180 Kingsway rezoning that has been allocated to affordable housing (\$1.75 M) maximizes the affordable housing benefit.
- Work with partners to maximize social housing potential on the City-owned site at 2221 Main Street.
- Target an additional 200 to 300 units (this figure includes 100 additional supportive housing units focusing on homelessness) using contributions from Mount Pleasant CACs (25 per cent of all CACs in Lower Main, 2nd to 7th Avenue) and citywide housing funding (e.g. DCLs) to leverage contributions from government, private and non-profit partners.
- Encourage secured market rental development in apartment areas through the Rental 100 program and associated incentives in areas not covered by the Rental Housing Stock Official Development Plan.
- Pursue adding new social housing in Mount Pleasant (target is 300–400 units).

Thirty-year Strategy

- Direct 25 per cent of CAC funds from rezonings in Lower Main (2nd to 7th Avenue) towards social housing with partners.
- Seek to achieve 20 per cent of residential units as affordable housing through rezoning of large development sites including the Kingsgate Mall.
- Identify Mount Pleasant as a high priority for the allocation of citywide housing funding for land acquisition and capital grants to non-profit led social housing projects.
- Continue to work with senior governments, non-profits and private organizations to address the remaining shortfall of 650 to 750 units, including the use of rent supplement approaches to enhance affordability in the private market.
- Continue to protect existing market rental housing through the Rental Housing Stock Official Development Plan.
- Pursue adding new social housing in Mount Pleasant (target is 750–850 units).

5.3.7 Transportation: Walking, Cycling and Transit

Citywide

Transportation 2040, the City's recently approved transportation plan, sets a target that two-thirds of all trips will be by sustainable modes (walking, cycling or transit) by 2040. Pedestrians are the City's top transportation priority. Transportation 2040 includes policies that aim to make streets safer and more convenient for walking and closing gaps in the pedestrian network. Key initiatives to implement these policies include wider sidewalks in commercial areas and near transit and improving the crossing of the three bridges across False Creek.

With 255 kilometres of bikeways and over 360 signals with push buttons for cyclists, the cycling network has become an important part of the City's transportation system. Goals in Transportation 2040 include building cycling routes that feel comfortable for users of all ages and abilities (AAA routes), especially in and close to Downtown, and upgrading and expanding and improving the cycling network generally.

Vancouver's transit system includes 24.5 kilometres of rapid transit (SkyTrain) and numerous bus services across the city. The main policies in Transportation 2040 are to advance new and improve existing rapid and local transit. The top transit priority is high-capacity rapid transit in the Broadway Corridor.

Improving walking, cycling and transit also requires reinvestment in maintaining and repairing current bikeways, sidewalks, roads and bridges. The City's Asset Management Strategy provides directions for minimizing life cycle costs while providing appropriate service levels by ensuring infrastructure is renewed on a regular basis. Given that only a small portion of rehabilitation candidates can be funded within current budget allocations, renewal is focused on the following key areas:

- Priority transportation routes where restoring the condition of the street pavements is critical for maintaining effective transit service, goods movement and ensuring safe and comfortable transportation service for all road users.
- Local streets where rehabilitation is coordinated with other utility renewals or addresses priority routes such as local bike routes.
- Sidewalks in areas with high pedestrian volumes or where there is significant need to improve conditions to maximize pedestrian activity and safety.

Mount Pleasant

Mount Pleasant has a central location, a street system and neighbourhood services that support walking, cycling and transit. Although there are some minor gaps in the walking and cycling networks, Mount Pleasant generally has a complete sidewalk network and several cycling routes. However, key pedestrian and cycling routes could be improved with new and safer crossings. Sidewalks and public spaces along many portions of arterials and shopping areas are uninviting, lacking trees, benches or features that create pedestrian interest and comfort to encourage walking.

A core direction in the Mount Pleasant Community Plan is to further sustainable transportation modes by improving and adding to walking and cycling connections generally, enhancing the public realm and increasing pedestrian space through animating lanes as public spaces and pedestrian connections. These community aspirations align with goals and targets in Vancouver's Greenest City 2020 Action Plan and recently approved Transportation 2040 Plan.

Mount Pleasant is currently well served by bus routes, including the 99B line rapid bus. A future transit station at Broadway and Main Street, as part of a planned Broadway rapid transit line, will provide a major incentive for increased walking and transit use as primary transportation modes in Mount Pleasant.

Public Realm Plan Directions:

To advance Mount Pleasant Community Plan priorities and citywide goals for a more sustainable city, the Public Realm Plan (Section 4 of this Implementation Package) proposes improved pedestrian connectivity throughout Mount Pleasant (see section 4.3.4). The key components include:

- More attractive and greener streetscapes in the shopping areas and in Lower Main (2nd to 7th Avenue) including boulevard parks (expanded landscaped areas) on side streets.
- Improved laneways to increase pedestrian connections and community event spaces.
- Improved and expanded walking and cycling routes and network.
- New pedestrian crossings at key intersections.
- A St. George Rainway connecting Great Northern Way Campus to Kingsway.

- Public plazas as part of major site redevelopments.
- A high quality public realm integrated with convenient and safe pedestrian routes to increase use of sustainable transportation choices (walking, cycling and public transit) throughout Mount Pleasant and to address the Mount Pleasant Community Plan and Greenest City goals.

These enhancements will be implemented primarily through development augmented by City funding (Development Cost Levies, or DCLs, and capital) and generally funded as follows:

- Streetscape and laneway improvements – development
- New pedestrian crossings – DCLs and City capital
- St. George Rainway – development, community initiatives, partnerships and DCLs
- Public plazas – development

Lower Main (2nd to 7th Avenue) will be the area of most immediate change and improvement in the neighbourhood as the current light industrial/commercial uses transition to mixed uses including residential, retail, commercial and service uses. Broadway East will also see significant change with the completion of the new supportive housing project with retail spaces and the new Broadway Youth Resource Centre at East Broadway and Fraser Street. These two areas will be a focus for improvements to pedestrian spaces, walking and cycling routes, and crossing opportunities to improve pedestrian and cyclist convenience and safety and to accommodate increases in pedestrian and cycling activity.

In addition to upgraded pedestrian and cycling infrastructure, renewal of existing sidewalks is estimated to cost a total of \$1.5 to \$2 million over 30 years.

Ten-year Direction

- Add improvements to existing walking and cycling routes.
- Monitor the need for additional pedestrian actuated traffic signals/crossings in areas of growth along Main Street and East Broadway.
- Renew current sidewalks.
- Monitor the progression of developer funded public realm improvements and pilot projects noted in the Thirty-year Strategy and complete key components as required.

Thirty-year Strategy

Walking and cycling (the estimated cost of walking and cycling improvements is \$8 to \$11 M total):

- Monitor and add pedestrian/bike crossings at key intersections as warranted.
- Add improvements to and expand on existing walking and cycling routes and target the development of one new bikeway.

Public realm (the estimated cost of public realm improvements is \$4 to \$7 M total):

- Monitor the progression of streetscape improvements along major arterials and complete gaps in key sections where redevelopment is not anticipated within the next 30 years.
- Pilot projects assisting activation of laneways along Main Street by adding crossings and improving the public realm, and funding of one or two key sections or elements of the St. George Rainway to support this community initiative.

Sidewalks renewal:

- Renew current sidewalks as required – the estimated cost is \$1.5 to \$2 M.

5.3.8 Transportation: Goods Movement and Major Roads

Citywide

The city's regional road network serves not only transit and cars, but is critical to the movement of goods and services. While some road space may be allocated to other users, such as pedestrians, cyclists or other street activities, the impact of reallocating road space on transit, commercial vehicles and general traffic will be considered before reallocating space on regionally significant roadways that are co-managed with TransLink. Other key actions for goods movement include protecting rail corridors as the most efficient and environmentally friendly way to move goods over long distances.

Mount Pleasant

Mount Pleasant is bisected by key citywide and regionally important roads for goods movement. However, the significant amount of vehicular and truck traffic they carry has negative community impacts. Once the Broadway rapid transit line is constructed, there will be an opportunity to consider reducing the width of Broadway from six lanes to four lanes and repurpose some current road space for walking, cycling and transit supportive uses.

Ten-year Direction

- Support construction of a rapid transit line along Broadway and a transit station entry at Main Street and Broadway.

Thirty-year Strategy

- Explore opportunities to repurpose road space on Broadway in conjunction with the development of a new rapid transit line.
- Renew current roads as required – the estimated cost is \$14 to \$18 M.

5.3.9 Public Safety and Fire Halls

Citywide

Vancouver's network of fire halls was built up as Vancouver increased in size and population between the 1880s and mid-1970s, growing to 19 fire halls within City limits. Since then, the focus has been on renewing fire halls as they age. Since 1975, 11 fire halls have been rebuilt or renovated. There are four fire halls that are currently more than 50 years old and these are priorities for renewal. The location and size of fire halls is reviewed as part of the renewal process. A Citywide Fire Hall and Fire Service Deployment Strategy will be developed to guide future investments in this area. As well, opportunities for co-location with other civic facilities will be explored to enhance operational efficiencies.

Mount Pleasant

The Mount Pleasant Fire Hall was rebuilt in 2000 and is anticipated to be adequate to serve the needs of the area for the 30-year time period of the Public Benefits Strategy.

5.3.10 Utilities

Citywide

The City has generally maintained a program to replace deteriorating water mains at a rate of 11 kilometres annually (equivalent to 0.8 per cent of the City's water system each year). Replacement candidates are prioritized based on various physical factors that affect their service lives. It is expected that property redevelopment across the city considers water efficiency as an overarching design imperative. This includes the consideration of high efficiency water fixtures, permeable surfaces to reduce the loads on our storm sewer system, and alternate sources of water to reduce the overall demand for drinking water for non-potable uses such as irrigation.

Since the early 1970s, the City of Vancouver has been transitioning its sewer system from a combined system (sanitary sewage and stormwater conveyed in the same pipe) to separated system (sanitary and storm in separate pipes). Combined systems were designed to overflow mixed sanitary and stormwater to the nearest water-body during intense rain storms. Under the Provincially mandated Liquid Waste Management Plan, the City must eliminate these combined sewer overflows by 2050 by separating its remaining combined sewer system at an average rate of one per cent per year. Other important criteria which factor into the combined sewer replacement program include replacing seriously deteriorated pipes and pipes which are at risk of causing flooding during rain events.

The City's sanitary system, of which some sections date back to the 1930s, is at or near capacity in some areas. This limits the City's ability to accommodate additional density without sanitary sewer upgrades. The storm sewer system can occasionally have similar issues; however, the City's various policies limiting maximum site runoff to pre-development levels can usually limit the necessity for off-site storm sewer upgrades.

Mount Pleasant

Waterworks

Most of the water mains in Mount Pleasant have been rebuilt since 1950 with only minor upgrades required to accommodate growth. The age of the pipes is as follows:

- Built before 1950: 9.9 km (16 per cent)
- Built/rebuilt between 1950 and 1980: 27.0 km (43 per cent)
- Built/rebuilt since 1980: 25.7 km (41 per cent)

Over the next 30 years, it is expected that a portion of the water main inventory in Mount Pleasant will be replaced. Additionally, there will likely be locations where water mains will need to be replaced with larger diameter pipes to satisfy fire protection requirements due to changes in land use or density. It is anticipated that a revised citywide funding formula for upgrading water infrastructure will be well advanced prior to major replacement requirements.

Sewers

There is a total of 88 kilometres of main sewer pipes in Mount Pleasant located in the China Creek basin. Approximately 15 per cent of the sewers still require separation and are part of an ongoing, long-term program of the City. It is anticipated that the combined sewer pipes will be separated over the next 10 to 20 years at an approximate cost of \$13 million. It is estimated that about one kilometre of existing sewer pipes (mostly sanitary pipes) will have to be rebuilt to accommodate anticipated growth at an estimated cost of \$2 million.

Neighbourhood Energy

Neighbourhood Energy Systems provide heating and/or cooling to multiple buildings from a single source called an energy centre. When these energy centres use a low-carbon energy source, they provide a significant environmental benefit by reducing the production of greenhouse gases such as carbon dioxide. There is one low-carbon neighbourhood energy system currently in operation in Vancouver, located in Southeast False Creek.

The City is encouraging the establishment of additional low-carbon neighbourhood energy systems. Areas that are or will be experiencing a significant amount of higher density urban development are ideal candidates for low-carbon neighbourhood energy systems: downtown, central Broadway, Cambie Corridor and East Fraserlands. In some cases, the strategy involves converting an existing neighbourhood energy system to use a low-carbon energy source (e.g. Central Heat Distribution downtown, Vancouver General Hospital and Children's & Women's Health Centre) while in other cases, it involves installing a new or expanding an existing low-carbon system.

Ten-year Direction

- Continue with the sewer separation program.
- Monitor near-term growth and sewer capacity to ensure optimal timing for identified sewer upgrade.

Thirty-year Strategy

- Continue ongoing replacement programs for water mains and sewers – the estimated costs are \$3 M and \$15 M respectively.
- Continue to monitor growth and service capacity to ensure capacity can handle anticipated growth.

5.3.11 Other Community Needs: Heritage

Citywide

The conservation of heritage resources is a citywide amenity that is enjoyed by all citizens and visitors to Vancouver. Sites with heritage value are identified on the Vancouver Heritage Register and can include citywide and neighbourhood landmarks, and vernacular buildings or sites which tell us the story of the city's social, cultural and physical development over time. These can be individual sites, clusters and precincts, and streetscapes located in neighbourhoods. Oftentimes, other public benefits such as cultural facilities or housing can be accommodated in a heritage building, or public art can incorporate elements of a neighbourhood's history, resulting in multiple public benefits being achieved.

The City has an array of tools available to facilitate heritage conservation. Council policy encourages the conservation of resources identified on the Heritage Register which is often done by providing incentives. One of the primary ways to do this is through the use of relaxations and variances to regulations. In some areas, capital grants and property tax exemptions are also available. Another key tool is the creation and transfer of heritage amenity density, which involves the allocation of Community Amenity Contributions (CACs), through a rezoning, towards the purchase of heritage amenity density.

Because heritage resources are a citywide amenity that benefit all citizens, a modest amount of heritage amenity density that has accumulated from preserving heritage buildings is allocated across the city. A key principle of this policy is to ensure local needs will continue to be met and that other public benefits arising from any rezoning will not be significantly impacted.

Mount Pleasant

As one of Vancouver's oldest communities, Mount Pleasant is rich in history and has 191 resources listed on the Vancouver Heritage Register. Currently the RT-6 Zoning District Schedule includes regulations to encourage the retention, renovation and restoration of existing residential buildings which maintain an architectural style and building form consistent with the area. The Mount Pleasant Community Plan speaks to the need to recognize and preserve not only buildings but other heritage features, including historic waterways, heritage trees, streetscapes and other aspects of natural history, both through physical actions and celebratory activities. A Historic Context Statement for Mount Pleasant, identifying key heritage values and resources, was prepared as part of the community planning process. The Historic Context Statement will be used to inform an update of the Heritage Register when it occurs.

Heritage conservation is an important direction in the Mount Pleasant Community Plan and heritage is a citywide amenity that benefits all citizens. Providing support through the creation of transfer of heritage amenity density on a citywide basis furthers this public objective. In other Public Benefits Strategies such as for Northeast False Creek (approved by Council in 2009), a minimum of 10 per cent of the public benefits to be achieved through rezonings was identified to be applied toward the heritage amenity density bank. To ensure other identified amenities requiring CACs are achieved, the recommendation in Mount Pleasant is to allocate up to 10 per cent of the estimated CACs to be generated toward the heritage amenity density bank.

Ten-year Direction

- Review and update the Vancouver Heritage Register to incorporate directions from the Mount Pleasant Community Plan and Historic Context Statement.
- Review incentive and support programs to ensure heritage conservation objectives as outlined in the Mount Pleasant Community Plan are being met.

Thirty-year Strategy

- Integrate heritage conservation directions with other public benefit objectives (e.g. public realm improvements and cultural goals) over the life of the Public Benefits Strategy.
- Allocate up to 10 per cent of the estimated CACs to be generated in Mount Pleasant to the heritage amenity bank – the estimated cost is \$1 to \$3 M.

5.3.12 Other Community Needs: Schools

Mount Pleasant is served by three elementary schools (Mount Pleasant Elementary, Florence Nightingale Elementary and Simon Fraser Elementary) and three secondary schools (Vancouver Technical Secondary, Sir Charles Tupper Secondary and Eric Hamber Secondary). According to the Vancouver School Board, Simon Fraser Elementary is the only school in the area that is currently at capacity as it also serves as the home school for the Southeast False Creek community until a new elementary school is approved and constructed to serve that community. Mount Pleasant Elementary, Florence Nightingale Elementary, Vancouver Technical Secondary, Sir Charles Tupper Secondary and Eric Hamber Secondary have experienced a decline in enrollments and have significant spare capacity to accommodate increased enrollment from new population for the foreseeable future. Given the type of new housing units that are planned for the Mount Pleasant area, the number of children is not anticipated to grow significantly and should be able to be absorbed by the existing elementary and secondary schools serving the area.

5.4 Cost Estimates and Funding Strategy (2013–2042)

The Public Benefits Strategy for Mount Pleasant comprises projects that renew existing facilities and infrastructure as well as new ones to address population growth. As currently developed, the cost to deliver the Public Benefits Strategy is estimated at \$264 to \$288 million with the majority being directed to affordable housing.

Renewal of existing facilities and infrastructure are typically funded from property taxes and utility fees. Provision of new or upgraded facilities and infrastructure are typically funded from a combination of Community Amenity Contributions (CACs), Development Cost Levies (DCLs) and direct contributions from developers toward infrastructure upgrades, augmented by funding from other governments and non-profit agencies (in particular for affordable housing and childcare). It is estimated that development in Mount Pleasant will generate about \$34 million in CACs (either in-kind or as cash contributions) and about \$37 million in citywide DCLs. CACs will be negotiated at the time of rezoning application.

The Mount Pleasant Public Benefits Strategy will be integrated into the City's overall capital program (10-year Capital Strategic Outlook, 3-year Capital Plan and annual Capital Budget). The Public Benefits Strategy is intended to act as a guide for the City (including City Council, Parks Board and Library Board) in making future decisions on the allocation of funding to public benefits and infrastructure in Mount Pleasant over the next 30 years. Given this long timeframe, the Public Benefits Strategy will need to be monitored and reviewed over time as information on costs and revenues becomes more precise and in case new opportunities arise or priorities evolve.

See Table 4 below for cost estimates and funding strategy figures.

Table 4: Cost Estimates and Funding Strategies (All figures in 2013 dollars)

Category	Sub-category	Renewal of existing amenities and infrastructure	New or upgraded amenities and infrastructure	TOTAL	City contribution (property taxes and utility fees)	Developer contribution (includes CAC/DCL)	Partnership contribution
Community Facilities	Recreation Facilities	\$0	\$0	\$0	\$0	\$0	\$0
	Libraries	\$0	\$0	\$0	\$0	\$0	\$0
	Social Facilities	TBD	\$3 - \$7 M	\$3 - \$7 M	\$1 - \$2.5 M	\$1 - \$2.5 M	\$1 - \$2.5 M
	Cultural Facilities	TBD	\$6.5 - \$8.5 M	\$6.5 - \$8.5 M	\$0	\$4.5 M	\$2 - \$4 M
	Childcare (0 to 4 years old)	TBD	\$14 - \$17 M	\$14 - 17 M	\$3 - \$3.5 M	\$8 - \$10 M	\$3 - \$3.5 M
	Childcare (5 to 12 years old)	TBD	\$2 - \$3 M	\$2 - 3M	\$0.5 M	\$1 - \$2 M	\$0.5 M
Parks and Open Spaces		\$2.5 M	\$4.5 - \$6 M	\$7 - \$8.5 M	\$2.5 M	\$4.5 - \$6 M	\$0
Housing	Social and Supportive Housing	TBD	\$185 M	\$185 M	\$2 M	\$63 M	\$120 M
Public Safety	Fire Halls	\$0	\$0	\$0	\$0	\$0	\$0
Transportation	Walking and Cycling	\$1.5 - \$2 M	\$12 - \$18 M	\$13.5 - \$20 M	\$5.5 - \$8 M	\$8 - \$12 M	\$0
	Major Roads and Transit	\$14 - \$18 M	\$0	\$14 - \$18 M	\$9 - \$12 M	\$0	\$5 - \$6 M
Utilities and Public Works	Waterworks	\$3 M	\$0	\$3 M	\$3 M	\$0	\$0
	Sewers	\$13 M	\$2 M	\$15 M	\$13 M	\$2 M	\$0
Heritage		\$1 - 3 M	\$0	\$1 - 3 M	\$0	\$1 - \$3 M	\$0
TOTAL		\$35 - \$42 M	\$229 - \$246 M	\$264 - \$288 M	\$40 - \$47 M	\$93 - \$105 M	\$131 - \$137 M

This page has intentionally been left blank



6

APPENDIX

6.1 Summary of Feedback from June 2013 Survey

MOUNT PLEASANT COMMUNITY PLAN IMPLEMENTATION

Summary of Feedback from June 2013 Survey

On June 15 and June 20, 2013, the City held two community Open Houses to share the draft strategies for implementing the Mount Pleasant Community Plan, and to receive further feedback. About 450 people attended the open houses.

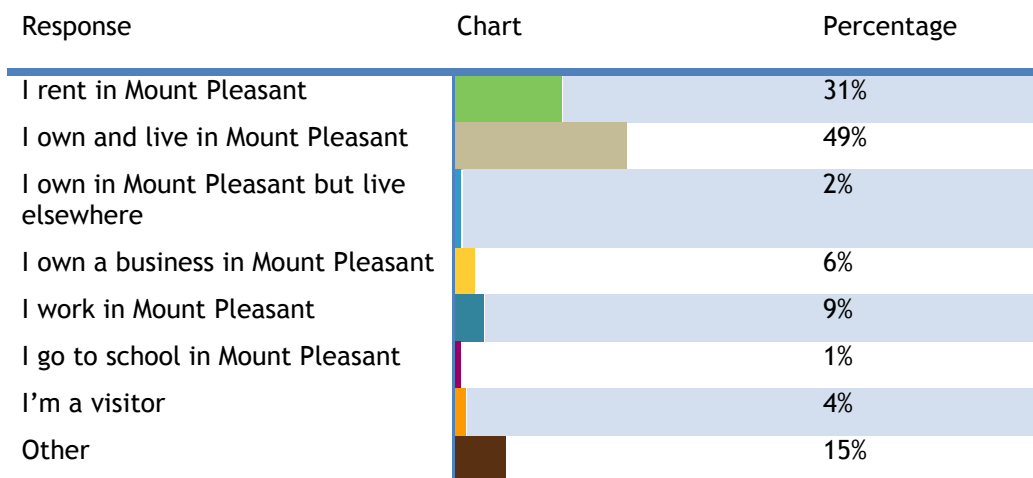
A paper questionnaire was available for providing feedback at the Open Houses, and attendees also provided comments on post-it stickies. The questionnaire was also available online, accessible between June 15 and June 30. **One hundred and two responses to the questionnaire were submitted.**

This summary is our best attempt to capture the key ideas and messages from the Open Houses (comments and post-it stickies), and accompanying questionnaire. The majority of ideas highlighted here were chosen on account of the frequency they were heard and some were included to provide a more complete overview of comments on a range of topics. All comments shared were recorded and will be considered, along with this summary, in the Mount Pleasant Community Plan Implementation process.

WHO WE HEARD FROM

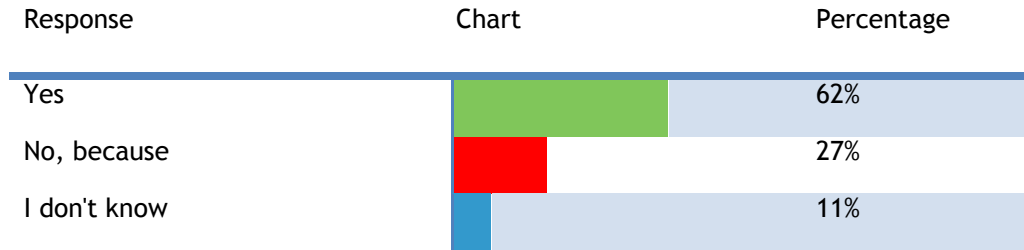
Among those who responded to the questionnaire, approximately 80% lived in Mount Pleasant with 31% of those renting and 49% owning in the area.

To help us understand who we are hearing from, please indicate your connection with Mount Pleasant.



BROADWAY EAST REVITALIZATION

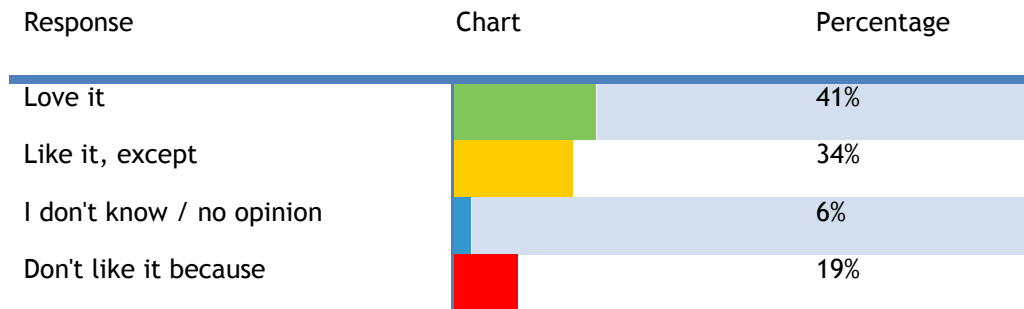
Question 1: Generally, do you feel the draft physical (urban design) principles for Broadway East's urban design framework reflect the current and future needs of the community?



Comments:

- Would love to see some plazas put in.
- Building height should not exceed 6 storeys.
- Childcare is important and needs to be addressed.
- Concern that businesses will not be able to withstand the high rent.
- Concern that the development at Fraser and Broadway is too high.

Question 2: Overall, what do you think about the draft urban design policies identified in the concept drawing for Broadway East?

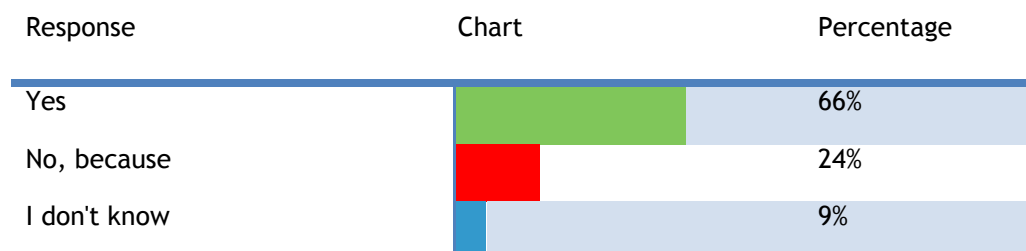


Comments:

- Keep the feel of the neighbourhood: simple and charming e.g. character houses
- Would be great to have some more green space.
- Maintain the existing streetscape and protect views. Keep heights low – 4 storeys only.
- Want sun and views when walking.
- Would like to see affordability and the maintenance of older and heritage buildings.
- Concern about spot rezoning that would increase height and density that does not fit with the policy.
- Apprehensive about what will happen at the Kingsgate Mall site.
- Concern about deviation from the Community Plan.
- There should be more height and density with more residential on Broadway.
- Would like to see support for families with childcare/after-school care and youth activities.

- St. George Street Concept is a great opportunity.
- Maintain free parking on both sides of Broadway.
- If constructing plaza at Broadway and Fraser, then need signal at Broadway and Carolina.
- Would like to see a nursing home at Broadway and Fraser north east corner site.
- Provide recycling bin stations off alleys, for residents to drop-off e.g. bottles.

Question 3: Generally, do you feel the draft non-physical principles and recommendations for Broadway East's revitalization reflect the current and future needs of the community?

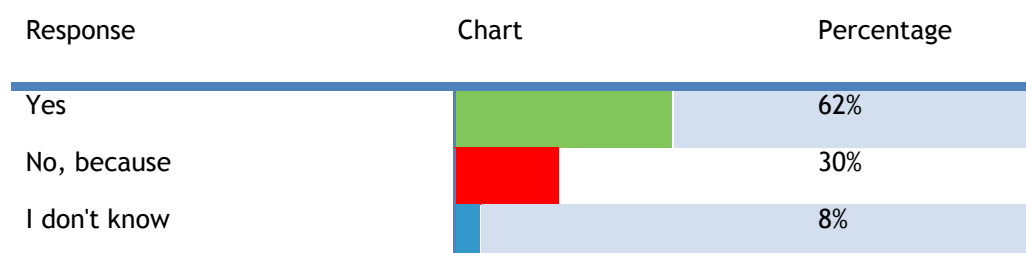


Comments:

- Concern about not having a large supermarket if IGA and Buy-Low are eliminated.
- Concern that future housing needs will not be met along such a busy transit corridor.
- Need to address the needs of seniors, teens and kids.
- If density is increased, we will need more transit, off leash dog areas, and a bigger community centre.
- Need a plan in place to keep business thriving.
- Need more green areas: larger parks that are not pocket parks.
- Concern about destroying the rich, cultural feel of the neighbourhood and the affordable housing stock.
- Encourage/ foster ongoing communication and collaboration where possible among businesses, residents, service providers and the City.

LOWER MAIN (2ND TO 7TH) URBAN DESIGN FRAMEWORK

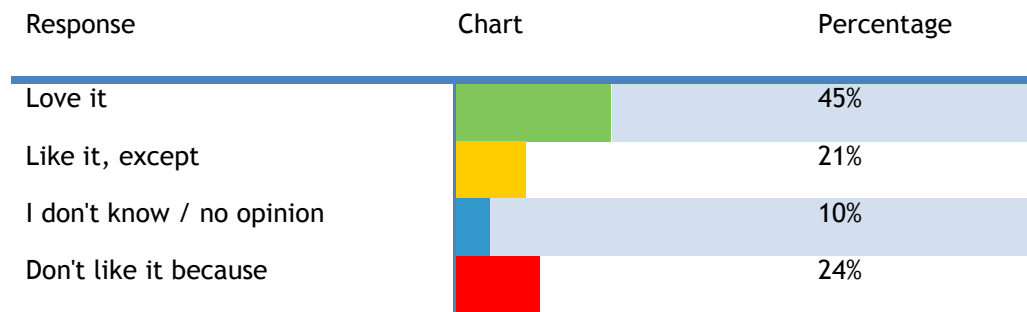
Question 4: Generally, do you feel the draft urban design principles for Lower Main (2nd to 7th) reflect the current and future needs of the community?



Comments:

- Light industrial/commercial use has been the cornerstone of this area and needs to be preserved.
- Concern that additional height allowances will ruin the hilltop feel and threaten the affordability of the neighbourhood.
- We need more parks, markets, stores and supermarkets.
- Concern that more density will put pressure on already limited parking and transit needs.
- This is an area that should have more density and housing.
- Transit, parking and other amenities need to be addressed and increased if density increases.

Question 5: Overall, what do you think about the draft urban design policies identified in the concept drawing for Lower Main (2nd to 7th)?

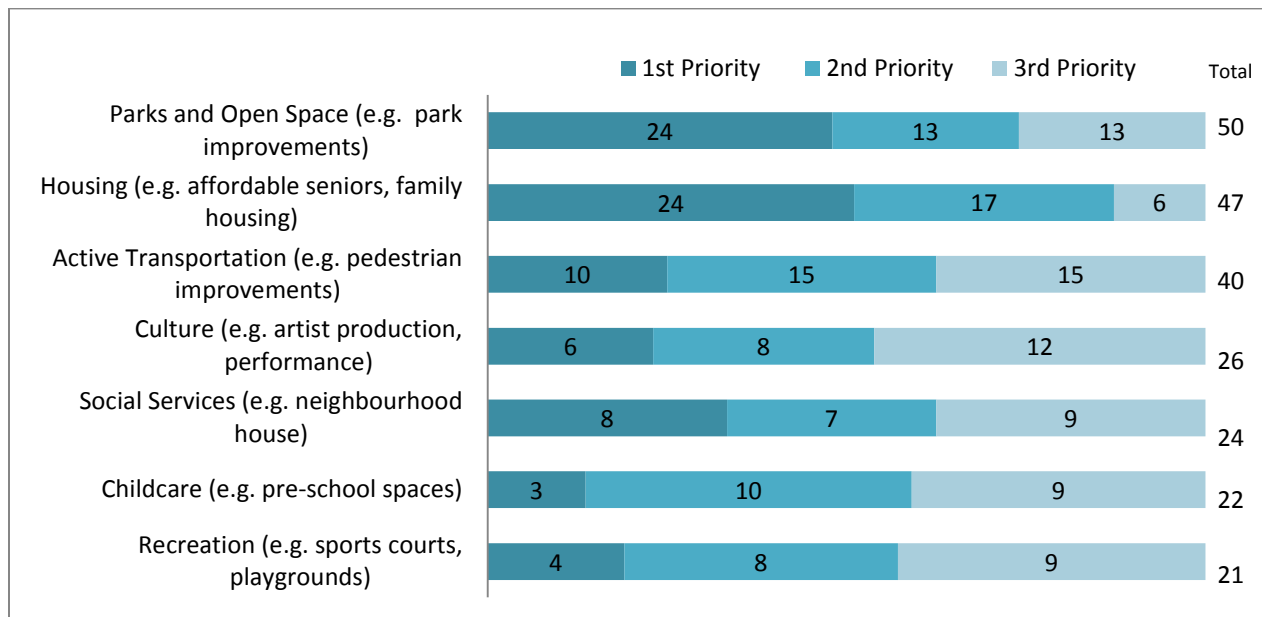


Comments:

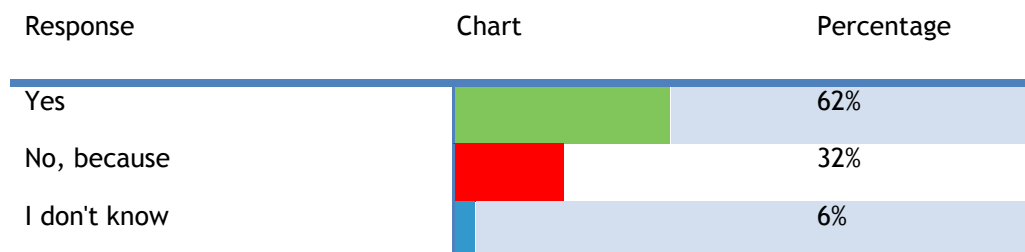
- Would like to see building height kept low, even down the hill (2nd-3rd). Heights should be no more than 4 storeys, 40'.
- Would like to see dedicated bus lanes on Main Street.
- Green space needs to be included and addressed.
- The density is too high and the hilltop community will disappear.
- Allowing for taller buildings will change the character of the area and the capacity for light industrial use.
- Concern about spot rezoning undermining the design work.
- Teen, kids and seniors issues still need to be addressed.
- Heritage and character need to be supported.
- Potential open space and plaza at Main and 7th is a great idea.
- Pool and enclosed dog park on City property – 7th and Main.
- Bus bulges please on rest of Main and on Broadway, safer for drivers, traffic and passengers.

PUBLIC BENEFITS STRATEGY

Question 6: What are your priorities for renewal, expansion and/or new facilities in Mount Pleasant?



Question 7: Generally, do you feel the draft Mount Pleasant Public Benefits Strategy reflects the current and future needs of the community?

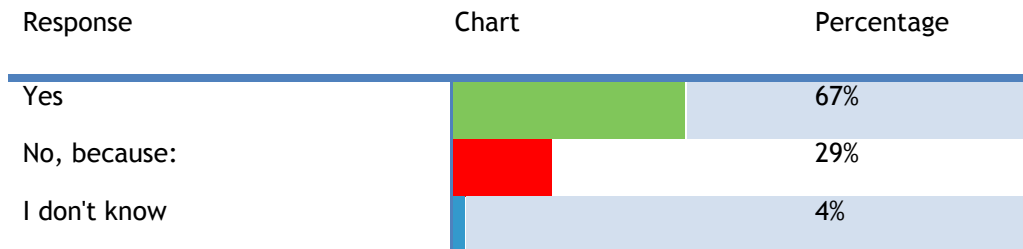


Comments:

- Concern about how to maintain “affordability” yet encourage density.
- Affordable rental housing for low income people.
- There is a great need for off-leash dog parks (fully enclosed).
- We need large parks, not just mini and pocket parks.
- Need playground and tennis court improvements.
- Need to address seniors, childcare and youth needs.
- More bus stops and crosswalks are needed.
- Concern that this ignores the Community Plan in a number of places.
- Would like to see a public pool, a seniors’ centre and other amenities.
- Would like to see Kingsgate Mall retained.
- More schools – there are many more children in the area.
- Nursing home needed – maybe at Fraser and Broadway.

PUBLIC REALM PLAN

Question 8: Generally, do you feel the draft Mount Pleasant public realm plan reflects the current and future needs of the community?



Comments:

Parks and Plazas

- Would like a dedicated large public park to be put in.
- Need dog parks and/or off leash areas.
- Need pocket parks that are for people only, no dogs allowed.
- Guelph Park needs revamping.
- More parks for youth near new Broadway Youth Resource Centre.
- Need more places/ amenities for people with disabilities
- Need a skateboard park!
- Basketball court on street closure at Broadway and Fraser.
- Like the idea of closing the street at Sophia, 11th and Kingsway.
- No right turn at 7th and Kingsway, dangerous corner.
- The whole intersection at 7th/8th, Main and Kingsway is confusing.

Enhanced Pedestrian Network

- Would like to make use of laneways and encourage creative public spaces through increased outdoor cafes and patios.
- Pedestrian crossing needed at Great Northern Way and St. George St.
- Steps at foot of Fraser St. and Great Northern Way need to be rebuilt.
- Better connection to the Flats.
- Pedestrian bridge to Great Northern Way campus.
- Need Broadway crossing between Kingsway and Prince Edward.
- Pedestrian crossing at 8th and Kingsway needs better signage.
- Need wider sidewalks as more people have moved here.
- As much as possible, permeable streets please!
- Rain gardens.
- Median along Kingsway south of Broadway needs some nice flowering plants or at least cleaned up.
- Stamped asphalt at crosswalks.
- Add local flavour! Invite youth/ artists to stamp “their” corner.
- Regarding pattern inspiration at Broadway, Main and Kingsway – have uniform treatment throughout (e.g. show aboriginal context throughout, nation to nation, do not segregate).

- Coloured crosswalks.
- Celebrate all the historical building (many 100+ years old) possibly as basis of public art project
- Love native historic interpretation- creates a sense of place

Public Art, Culture and Rich History

- Expose St. George creek, great opportunity. Extend Rainway idea to St. George across Great Northern Way also.
- Education for St. George Rainway and Brewery Creek!! Tell them.
- Paint sides of buildings bright colours such as at Fraser and 47th, east side. Hot pink exterior walls painted where small pedestrian path cuts through to the lane

Green Canopy and Cycling Network

- Where possible, use indigenous tree species and perennials: cedar trees, plantain and medicinal plants.
- More bike racks needed.
- Do not allow street trees to impact commercial viability – must maintain storefront and signage visibility.

Question 9: What are your public realm priorities for implementation? What would you like to see happen first?

Comments:

- Keep the painted crosswalk x30 votes.
- Off-leash dog parks.
- Bike lanes.
- A plaza and landscaping in the front yard of St. Michael's.
- More community gardens.
- Enhanced boulevards.
- Cleaning up the neighbourhood including more garbage and recycling bins on the sidewalks.
- Pocket parks and active laneways (some parks with no dogs allowed).
- An enhanced pedestrian network.
- Maintaining green canopies and creating more.
- More green space, more trees, and more parks.
- More lighting at Broadway and Fraser Street to Sahalli Park – major walking route to community North
- Reallocating street space for public use.
- Creating a plaza for the community at Main and 7th.
- More approval for cafes and patios.
- Support for young people who want to open businesses.
- Putting in a swimming pool and a seniors community centre.
- Creating more social housing and social services.
- Rapid transit and a UBC subway.
- Bus lanes on Main Street.

OTHER

Question 10: What other comments do you have?

- Would be great to see bus lanes in both directions on Main Street and Broadway.
- The neighbourhood really needs an off leash dog park, more park spaces and greenery.
- Would like to see City sponsorship and encouragement of live music events in the neighbourhood.
- Would like to see some connectivity to Great Northern Way, including pedestrian crossings.
- It is important to honour the cultural and historical heritage of the neighbourhood.
- Would like to see an integration of a local food network.
- Would like social housing put into another location so it's not all within the same two blocks.
- Would be great to give incentives to business owners to update their facades.
- Would be great to see adult daycare in the same place as childcare.
- Security around the VCC SkyTrain station/bus stop needs to be improved.
- Taller and denser buildings should be built a block or two off of Main Street.
- Would love to see the integration of market/subsidized housing.

General Manager of Planning and Development Services: Brian Jackson

Mount Pleasant Implementation Project Team: Joyce Uyesugi (Lead Planner),
Matthew Roddis (Urban Designer), Scot Hein, David Paterson, Matt Shillito,
Catherine Sinasac, Harv Weidner, Jennifer White

Staff Team: Kirsten Baillie, Kirsten Behler, Michel Desrochers, Katherine Isaac,
Angela Ko, Heather Shea, Jayson Walker, Branca Verde

