



UEL Area D Public Realm Framework

January 16, 2024



**HAPA
COLLABORATIVE**

The University Endowment Lands (UEL) wishes to recognize that it is situated on the traditional territory of the Coast Salish peoples, including the xwməθkʷəy̓ʷəm (Musqueam), Skwxwú7mesh Úxwumixw (Squamish), and səliłwətał (Tsleil-Waututh) First Nations. The UEL is grateful for this opportunity to plan for the future on this shared territory.

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1.0 INTRODUCTION



1.1 PURPOSE OF GUIDE

The purpose of this framework document is to identify and guide the development of priority areas for ¹public realm improvements within Area D of the University Endowment Lands (UEL), and to provide a direction for their implementation. The document builds on the overall Vision and character outlined in the Area D Neighbourhood Plan, and acts as a supplementary resource relating specifically to the public realm environment, including streetscapes, open spaces and landscape features. The two documents are to be read in conjunction with each other.

¹ The outdoor spaces between buildings shared by UEL residents and the broader community.

1.2 PROJECT PROCESS

The development of the Public Realm Framework was created through a collaborative process with UEL staff and included a public engagement component outlined below. The Framework's development involved a review of background policy documents including the Area D Neighbourhood Plan, a review of recent development proposals for contextual relevance, and considered site observations, which were then analyzed in terms of opportunities and constraints. A Vision and series of Goals were crafted as a foundational piece, which followed with the composition of design strategies for public realm improvements throughout Area D, with input from the public through an online survey platform.



1.3 ENGAGEMENT PROCESS

A public survey launched in October 2022 assisted in aligning the Public Realm Framework for Area D with the community's needs and perspectives. Responses highlighted the public's priorities for public realm improvements, helping identify opportunities and validate design directions.

The survey was posted virtually on relevant social media platforms and advertised/handed out in person to support a more accessible process. There were 80 respondents, with the results showing that most participants resided within or in the vicinity of Area D. The survey was divided into three sections. The first and third sections gathered geographic and demographic information to provide contextual information detailing the diversity of respondents and to confirm that the results were from locals truly familiar with the site. The core of the survey, section two, was focused on identifying the community's priorities, goals, and vision, as they relate to circulation, programming, accessibility, open space opportunities and safety.

1.4 POLICY REFERENCES

The UEL occupies a unique policy context as an unincorporated area administered by the Province of British Columbia. Planning documents and policies from UEL, the Province, and the City of Vancouver are all relevant to this document and are briefly summarized below and/or referenced throughout this guide. These documents and policies provide guidance in planning for the future of Area D, as well as opportunities to integrate the UEL public realm with that of its neighbours.

1.4.1 AREA D NEIGHBOURHOOD PLAN

The Area D Neighbourhood Plan (the Plan), adopted in 2021, provides a framework to guide the future of Area D, recognizing its role at the core of the UEL's social, cultural, and economic life. The Plan aims to support positive social, cultural, economic, and environmental outcomes, and to guide land use planning and the form and quality of development. Benchmarks for development are tied to the year 2050, in line with Metro Vancouver planning. The Plan forms the basis and starting point for this document.

1.4.2 GOVERNING POLICY DOCUMENTS

The governance of UEL is complex, and it is crucial to understand the bylaws and policies that legally bind Area D. Firstly, the University Endowment Land Act provides authority to the UEL to regulate land use. Secondly, the Official Community Plan (OCP) is a collection of objectives and policies intended to guide decision-making on planning and land use management within UEL; the OCP is a legally binding document that includes the Area D Neighbourhood Plan. Lastly, the University Endowment Lands' Land Use, Building and Community Administration Bylaw provides the legal backbone to these documents, and is intended to guide the UEL Manager in their land use decisions.

1.4.3 OFFICIAL COMMUNITY PLAN

The 2005 UEL OCP has five broad goals for the future, including sustaining environmental quality and maintaining neighbourhood character, which are of importance to this document. The OCP also calls for greater diversity of transportation options, which suggests an exploration of active transportation infrastructure for the community.



Concept Rendering of the Area D
Neighbourhood Plan from 2021 report.

2.0 PUBLIC REALM ANALYSIS

There are several constraints and opportunities observed across the site related to circulation, green and blue infrastructure, and landscape features, that have helped inform the direction for public realm improvement areas and features. The below diagram highlights these elements, which are further described in this section.



2.1 CIRCULATION NETWORK

The area is well connected in terms of streetscapes but presents opportunities for improvement for active transportation and road safety, as often mentioned throughout the public survey. Cycling and pedestrian infrastructure in Area D is inconsistent, with some sidewalks being discontinuous, below accessible width, or absent. There is an opportunity to define a hierarchy of connections and implement amenities (such as bike posts and resting benches) to improve accessibility and usability throughout the area, as well as to mitigate speeding and shortcutting.



2.2 GREEN AND BLUE INFRASTRUCTURE

Greening streets in Area D can be accomplished in many ways. Completing and supporting the street tree canopy is a significant opportunity for the neighbourhood as many streets have inconsistent canopy cover or no trees. Low maintenance, pollinator-friendly planting in boulevards and bump outs can add to the biodiversity and aesthetic quality of the streets. Additional rain gardens along streets or in parks can support a more sustainable stormwater system.



2.3 LANDSCAPE FEATURES

There is a wide range of furnishing typologies and signage used across the site; their placement and numbers should be re-evaluated. For example, there are multiple types of bike racks installed along University Boulevard in proximity to each other, and none along the Bridle Path by the community gardens. There is an opportunity to unify the furnishings presentation and signage for benches, bike racks, recycling and garbage receptacles, and to define a particular character for the site.



2.4 SENSE OF PLACE

Unified furnishings and wayfinding language, and a defined planting palette for the area can foster a sense of place in the public realm. Opportunities for additional seasonal programming in the Village heart can be explored. Other opportunities to define the sense of place include landmark features such as special gardens or public art.



3.0 VISION, CHARACTER AND GOALS

3.1 VISION

The overall neighbourhood Vision for Area D emphasizes a “vibrant, distinct and complete” community that acts as “the social, cultural and economic heart of the University Endowment Lands,” as outlined in the Neighbourhood Plan. Aligning with this overall Vision, the public realm will be characterized as a dynamic and inviting family-oriented environment. It will be walkable, accessible and connected, where people of all cultures and backgrounds feel welcome. The Village will serve as the community hub, providing program opportunities for activation in different seasons and times of day.

The neighbourhood Vision and public realm character will be reflected in all future design responses.



3.2 ENHANCEMENT GOALS

The primary objective of the Public Realm Framework is to:

provide design direction towards the enhancement of streetscapes, open spaces and pathways for the area.

The Framework considers the character, landscape and physical features of Area D in unison, to realize the new Vision for the neighbourhood.

The following public realm enhancement goals, generated from site observations and opportunities analysis, have been identified to provide design direction towards fulfilling the Framework objective.

Enhance open spaces to make them more inviting

- provide more seating and tables for rest, gathering and extended visits
- improve visual and physical access to parks to create a welcoming feel
- create new programming and recreational opportunities



Image from Klyde Warren Park website.

Improve the Community's heart around the U-Hill Marketplace

- improve public space conditions around the U-Hill Marketplace to activate the edges, improving, for example, muddy areas
- provide seating and improve the aesthetics and functionality of the public spaces around the U-Hill Marketplace
- explore programming opportunities at the gateway of Jim Everett Park and the Western Parkway Frontage, such as seasonal markets and festivals



Image from Leah Chandler.

[3.2 Enhancement Goals cont'd]

Improve pedestrian & cycling connectivity

- enhance east-west connections to Ielām and the University grounds
- identify enhanced priority routes for pedestrians and active transport modes
- remove physical barriers to access green space
- expand current cycling infrastructure, including bike sharing, and explore additional opportunities for active transportation



Image from Fast Company.

Green the streets

- complete tree planting along streetscapes using species which are climate adaptive and tolerant of urban conditions
- provide appropriate soil medium and volume to support tree health
- maximise the use of native forest species into planting palettes
- mitigate planting areas where plant or sod growth is compromised by foot traffic, soil compaction, roots and/or shade

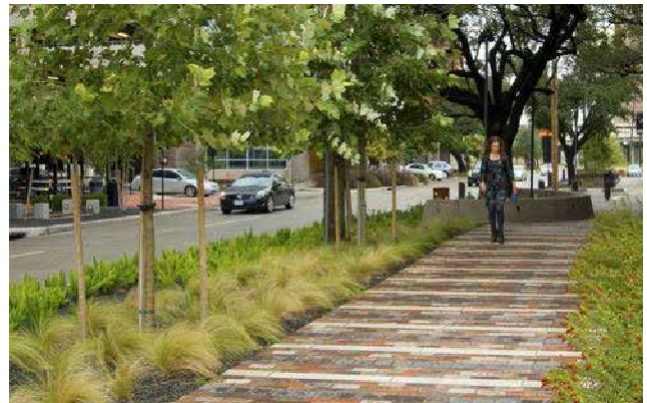


Image from Revitalization Journal.

Update and unify outdoor furnishings

- identify and implement a unified furnishings palette across the area for a consistent character and feel, contributing to a more defined sense of place
- replace furnishings in poor condition
- evaluate the amount and location of furnishings



Image from Vestre.

Improve road safety and public space security

- enhance safety of pedestrian crossings
- improve sightlines and design with Crime Prevention Through Environmental Design (CPTED) principles
- improve streetscape interfaces and public realm width along higher speed streets
- implement traffic calming measures such as bump outs, raised crossings, speed bumps, or special paving
- review adequacy of lighting along streets, lanes and paths



Image from City of West Sacramento.

Create a low maintenance planted environment

- implement a low maintenance and climate adaptive planting palette which includes native plants
- identify a sustainable and durable paving and materials palette



Image from City of Whiteville.

Integrate public art and Indigenous culture

- create opportunities to integrate art and culture in public spaces, such as through programming, temporary or permanent installations, and native planting



UBC Indigenous mural on crosswalk.

4.0 PUBLIC REALM FRAMEWORK

The following section focuses on the various components that, combined, form the guiding framework for public realm enhancements in Area D. These include strategies and guidelines related to circulation, open space, furnishings, paving and materials, planting, lighting, programming, wayfinding, safety and security, sustainability and maintenance. This section can be cross-referenced with the following Section 5.0, which demonstrates graphically how various elements can come together to create holistic improvements along individual streetscapes.

4.1 CIRCULATION STRATEGY

The Area D Neighbourhood Plan proposes improvements to pedestrian and cycling networks as well as site-wide traffic calming to support a walkable and safe environment that promotes active transportation.



Green pedestrian environments, appropriately sized to support anticipated foot traffic.



Dedicated cycling infrastructure for improved safety for all.

4.1.1 PEDESTRIAN NETWORK IMPROVEMENTS

A quality pedestrian environment is of the utmost importance in this highly walkable neighbourhood. In general, the area is well connected via sidewalks along streetscapes and additional connecting trails through open spaces. Improvement opportunities focus on:

- filling in the gaps specifically where sidewalks are provided only on one side of the street

- widening the sidewalk to a minimum of 1.8m and enhancing the existing infrastructure to improve overall accessibility for users
- raising the standard and quality of the public realm environment around the marketplace as a priority pedestrian zone

(Reference Demonstration Plan in Section 5.0 for more details on holistic improvement options, as well as Section 4.2.1 for Marketplace public realm enhancements).



4.1.2 CYCLING NETWORK IMPROVEMENTS

Cycling improvement recommendations have been grouped by level of priority to assist with implementation planning. University Boulevard sets the stage as an existing priority commuter route to UBC, with dedicated one-way on- street cycling facilities. A proposed alternative priority cycling connection runs east-west across Toronto Road and diverts south on Western Parkway to connect into the UBC campus further southward. This priority route should provide dedicated cycling facilities via one of three options: on-street painted lanes, off-street painted lanes, or multi-use trail.

Ancillary cycling routes are proposed on the northern end of Western Parkway, along Allison Road and along Dalhousie Road, to create a network with greater options and safety for cyclists. These ancillary routes would be marked with signage or painted shared arrows (sharrows) markings on the street.



Painted lines



Painted sharrows



Separated lanes



Si signage



LEGEND

Priority Cycling Route

- Proposed
- Existing

Ancillary Cycling Route

- Proposed

4.1.3 TRAFFIC CALMING APPROACH

High priority areas for traffic calming and street improvements are identified in the diagram below, with a focus around the Marketplace and Jim Everett Memorial Park. Suggestions for specific solutions include the following:

- bumpouts with low maintenance and native planting
- improve key signage
- new crosswalk locations (primarily along University Boulevard)
- improving/completing existing major intersections
- raising crosswalks and intersections where appropriate
- adding speed bumps on priority routes



PRIMARY INTERSECTION
1. Crosswalks on all sides
2. Added curb bumpouts
3. Integrate cycling infrastructure



TRAFFIC CALMING STRATEGIES
1. Mid-block bumpouts
2. Signage

Improved intersections must have crosswalks on all sides, added curb bumpouts, and integrate cycling infrastructure where present.



LEGEND

- Existing crosswalk locations
- Priority intersection improvement areas
- Proposed raised crosswalk locations
- Priority streets for traffic calming + improvements

4.2 OPEN SPACE STRATEGY

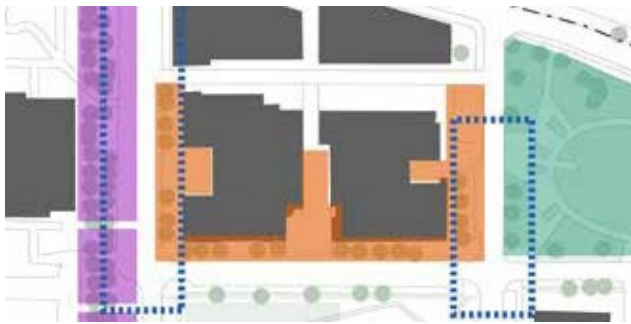
In addition to general streetscape improvements, there are several enhancement opportunities in key public parks and plazas within Area D. The open space strategy is focused on enhancing the character of place and the quality of spaces, improving site lines and other safety factors, considering programming, and supporting comfort and usability through improved furnishings, planting, and paving. The objective of these enhancements is to create a welcoming public realm for the community at popular locations, including the University Marketplace, Jim Everett Memorial Park and the Bridle Path's open spaces, as well as at key entrances into other parks in the area. All recommendations are informed by the public's input from the most recent survey in October 2022, as well as previous input from the Area D plan overall.



4.2.1 UNIVERSITY MARKETPLACE

University Marketplace is in part privately owned and in part, under the jurisdiction of the UEL authority. Opportunities for improvement of the public realm are identified below, with the understanding that coordination and negotiation would be required between the two parties.

The marketplace has been for many years a strong magnet for local residents and UBC students and staff, offering various food and beverage options and other commercial amenities, surrounded by courtyards with



University Marketplace Improvement Area

seating. There is, however, potential for improvement in the quality of the spaces and furnishings to become a more attractive place with a greater sense of character. New programming and temporary installations would also assist in creating a more bustling and animated place. Below are specific examples of improvement opportunities and suggested design guidelines for the marketplace:

1. The boulevard planting strips on the south and east sides of the market have been compromised over time by pedestrian traffic, resulting in exposed soil and mud. The streetscape is proposed to be transformed into a paved area with either elevated planting beds or integrated seating structures, or alternatively trees in grates (or creative alternative) with structured soil cells below and appropriate soil, drainage and irrigation.
2. New benches and bike racks should be included across all streetscapes.



Existing condition of tree planting areas.



Precedent for streetscape improvement.

[4.2.1 University Marketplace cont'd]

3. Protect existing mature trees in the marketplace area. To protect tree roots, a paved solution may need to include a supported boardwalk-type system which will not excavate or compact soil around tree roots.
4. Ensure the drainage concept functions both on and off the below grade structure of the parking garage.
5. Paving across all internal courtyards should form a continuous surface with the neighbouring sidewalk to assist in a uniform character.
6. A uniform style of tables, chairs, receptacles and bike racks should be implemented for the entire marketplace.
7. It is recommended to implement gateway features and/or public art, as well as wayfinding signage as funding opportunities arise.
8. Improve the quality of the laneway to be a more pleasant environment in consideration of it being shared with pedestrians. Considerations of safety and smell from waste disposal are a top priority. Recommendations include improving lighting, adding bollards to mitigate conflicts between people and vehicles, and a stricter waste collection management plan.



Precedent for streetscape improvement relative to tree pits.



Unify paving across internal spaces, sidewalk and extension into the street for special paving areas.

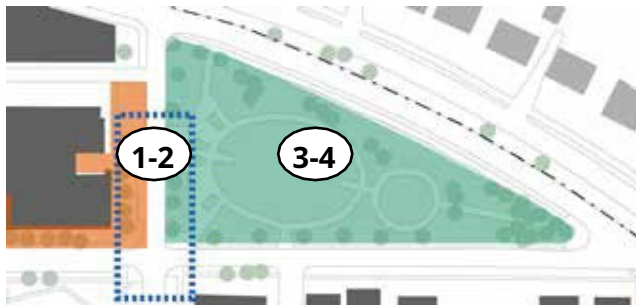


Unify furnishings language.

4.2.2 JIM EVERETT MEMORIAL PARK

The Jim Everett Memorial Park is an important landmark and social gathering place for the community. It is also a tribute to Cornelia Oberlander's landscape architectural work and any updates to this park will require sensitivity around the original design intent. Based on observations and the public's expressed priorities, park improvements should focus on:

1. **Enhancing the western entrance 'lobby'** area to create a welcoming gathering place. Creating a wider unified paved area with moveable seats and consolidating planting beds along the periphery, for example, would offer a larger open central space with greater flexibility. This would help promote programming such as small events, and offer a place for temporary installations or a feature landmark, while also supporting everyday use for socializing and lounging.



Jim Everett Park Improvement Area



Improved paths for drainage, and more seating.

2. Extending the same paving typology across a wider **elevated crosswalk** and onto the other side of the street would create a cohesive sense of place and extend the area for programming and collaborative engagements at the heart of the community.
3. **Enhancing the usability of the park.** The priorities involve: mitigating wet and muddy areas, particularly along pathways to improve accessibility; planting more trees for cooling and shading; adding lighting for safety; and adding seating and tables for places to rest and linger.
4. **Exploring the opportunity for play or recreational amenities.** Additional features could be explored either as dedicated space or as individual features embedded sensitively into the existing varied topographical landscape. However, this opportunity would incorporate an engagement process with the community and in consultation with a landscape architectural expert in order not to compromise the original park's design intent.



Open flexible area at the entrance, with movable seating and temporary exhibit opportunities.

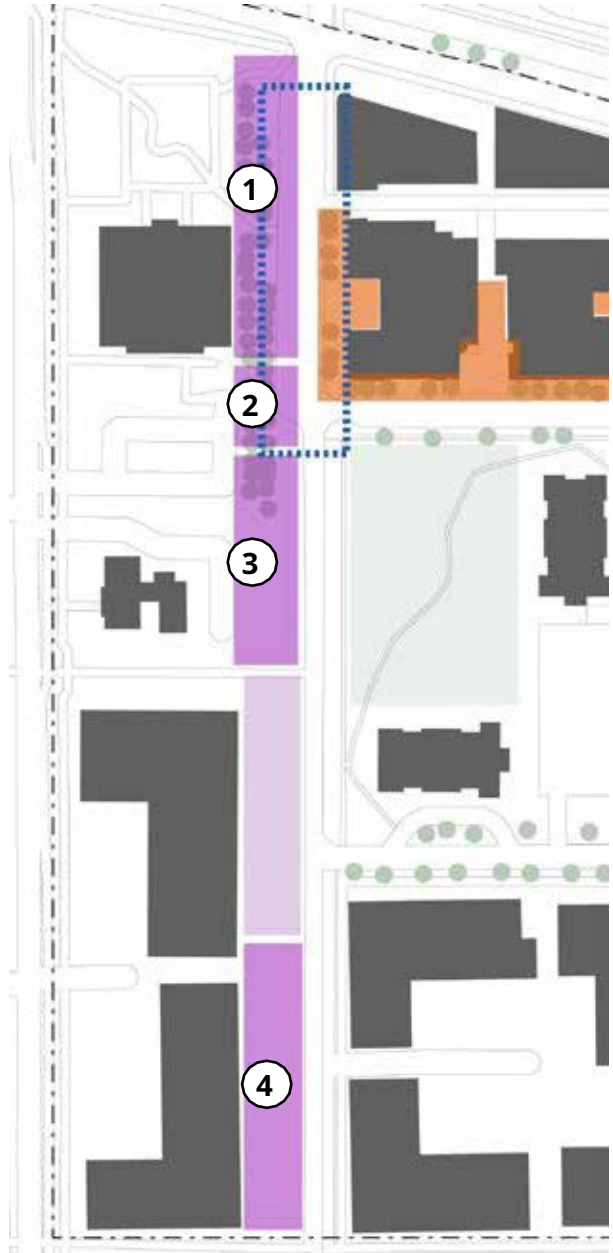
4.2.3 WESTERN PARKWAY BRIDLE PATH OPEN SPACES

The stretch of the Bridle Path along Western Parkway, from University Boulevard to Agronomy Road, presents a significant opportunity for the provision of additional community amenities and public realm. Current conditions consist of a sidewalk and angled parking alongside Regent College, lawn areas and planting, and a stretch of community gardens further south with more planned for the near future. These areas are all subject to improvement potential as part of future redevelopment. They should be considered holistically as one continuous unified public realm, although a phased approach to development is possible.

1. For the upper most area alongside Regent College, there has been strong community interest in reserving it for community events such as markets and festivals, including food truck parking stalls. The streetscape should be designed for potential seasonal road closures, and allow for permeability and ease of pedestrian movement on the ground plane between the Marketplace and Regent College. Seating should be provided along the street for socializing and eating during festivals but also for day-to-day use.



Flexible design to accommodate seasonal markets.



- Bridle Path Improvement Areas
- Existing and Planned Community Garden Area



Existing community gardens

A cohesive paving material approach for the roadway can be considered, or alternatively, special treatment such as a painted mosaic. Overall, this stretch of the Bridle Path and overall streetscape should be urban in character with higher design quality, serving as the main entry into the community. A healthy tree canopy and low maintenance resilient planting should be implemented throughout.

2. Improvements at the crossroads of Western Parkway and Dalhousie Road should reflect a secondary gateway character, primarily promoting a safe crossing for pedestrians and cyclists, and connection between the two commercial corners. Special pavement is not necessary, but an elevated crosswalk is recommended.



3. Area 3, central to the Bridle Path and just south of Dalhousie, is recommended to be passive and park-like in character. This is an optimal location for a play space, which members of the community have expressed a desire for. Natural play features and potential exercise space interspersed with tree planting and open lawn for free play are proposed.
4. For the southern most parcel, the community expressed their topmost desirable uses to be an extension of the community gardens or a natural green space with tree canopy for shade. The recommendation is to review the need for additional community gardens, and either dedicate the whole area for this use, or provide a combination of both uses. If natural green space is included, trees should not overshadow the gardens.



Elevated crosswalk at the Dalhousie intersection.



High quality environment and seating areas along north end of the Bridle Path.



Play features midway along the Bridle Path.

4.2.4 KINGS ROAD PARKETTE

At the northern end of Kings Road and divided by the roadway are two left-over triangular greens. These underutilized spaces with sparse planting and various utility boxes could be expanded and enhanced into a new consolidated park space, dependent on future development and lot consolidation. This new parkette would play an important role as a connector space between Ieləñ Village and the Jim Everett Park, as outlined in the Area D Neighbourhood Plan. Additional planting and seating, as well as the relocation or burial of the utility boxes are recommended improvements for this site in the context of a redevelopment proposal. It is also important that the design consider buffering traffic noise from University Boulevard as best as possible.



Existing green space on the north end of Kings Road.

4.2.5 RICK GENEST PARK

Rick Genest Park is located at a key crossroad between residential communities alongside Toronto Road and at the terminus view of Allison Road - a great additional community amenity. An informal dirt path along the west side of the park provides a pedestrian shortcut to the neighbourhood further south. The park has gateway features and signage but should be improved to feel brighter and more inviting for people to linger, socialize and play. Improvement options include adding seating at the entrance, formalizing and upgrading the dirt pathways/desire lines in various directions, uniting the style of various features and furnishings and improving the playground with upgraded natural play features to match the forest character of the park as a whole.

Implementing Crime Prevention Through Environmental Design (CPTED) principles to improve site lines and comfort for users and protecting the mature tree canopy are top priorities. Improving the physical and visual relationship with neighbouring developments should also be considered.



Precedent options for smaller park improvements.

4.3 FURNISHINGS AND MATERIALS STRATEGY

4.3.1 APPROACH AND PROPOSAL

Materials and furnishings help to define the visual character of public spaces, as well as supporting wayfinding, accessibility and vitality. It is important that Area D has a cohesive palette of materials and street furnishings to emphasize the identity of the UEL as a distinct neighbourhood and to improve functionality. Street furnishings, especially seating, also play an important role in creating an accessible environment for residents with a variety of mobility needs and for various age groups.

Existing furnishings in Area D are currently lacking in some areas, while in others, there are too many grouped together. There are also inconsistent furnishing styles, such as the bike racks along University Boulevard.

Overall, the improvement opportunities are for a unified palette of furnishings across the area to create an attractive and functional public realm, as well as a more even distribution along streetscapes, with a greater concentration near entrances into public spaces, parks and trails. The map below outlines these opportunities at specific locations.



- ①
 - add benches
 - reduce bike racks & unify typology
- ②
 - reduce number of receptacles and move away from primary site lines
 - add benches and tables
 - improve planting beds - consider replacing with special paving and moveable planters for greater flexibility in the space
- ③
 - add seating along primary walking routes with activity on the street: Kings Rd., Dalhousie Rd. and Western Pkwy.

LEGEND

- Opportunity to add furnishings
- Opportunity to re-distribute furnishings
- Opportunity for special paving

[4.3 Furnishings and Materials Strategy cont'd]

The map also showcases opportunities for special paving materials along streetscapes that have the potential for activation and temporary seasonal closures for special events such as markets or festivals.

The following sections outline the functional and aesthetic requirements for furnishings and materials to be used in UEL Area D.

4.3.2 FURNISHINGS GUIDELINES

Area D is an architecturally diverse neighbourhood, with early-20th-century heritage buildings, such as Colonial House and Somerset Manor, as well as mid-century townhouses and newer high-rises — notably the Marketplace and Ieləmə Village. Selecting furnishings that complement the diverse character of the neighbourhood is of the utmost importance.

Materiality and Form

A detailed consideration of material, form, proportion, and scale is crucial to selecting appropriate furnishings. In general, aim to provide furnishings in accordance with these criteria:

- Wood seating is recommended for thermal comfort and sustainability, but attention must be paid to appropriate finishes to avoid moisture damage. Sustainably harvested species must be used for all wood. Artificial wood is not acceptable but recycled wood products may be proposed.
- Clean lines provide a more neutral feel, and heavy ornament should be avoided.
- Painted elements of site furnishings should match the feature UEL lamp post grey (RAL number GP 16-052).
- Designers are encouraged to consider the specific local context of their project within UEL when selecting furnishings.



Wood seating for thermal comfort, and overall high quality durable materials, clean lines and neutral feel.

- Ensure a balance of fixed furnishings and moveable furnishings to suit the character of each space; moveable furnishings help to provide flexibility for multi-functional spaces and encourage socializing.
- Because Area D is a defined neighbourhood and separate from Ieləṁ as well as the UBC campus, the furnishings chosen should reflect a distinct character, rather than attempt to match the heavy wood/natural look of Ieləṁ for example.
- The heritage light poles in Area D provide one consistent and specific feature of this neighbourhood and can be a resource



for inspiration. A purely heritage look is not desired, but references to the elegant lines or the colour of the posts would complement those features and contribute to cohesion in the site furnishings.

Function and Maintenance

The following functional criteria must be considered:

- Furnishings shall be of high quality and durable.
- For maintenance by UEL staff, furnishings shall be able to withstand power-washing, and not require off-site transport for repair.
- Moss and moisture issues shall be considered when selecting furniture.
- Furnishings shall be secure, but not overly heavy or bulky.
- Furnishings shall be preferably locally sourced and readily available, with replacement easily available on demand.
- Waste receptacles shall have three compartments for waste sorting.
- Location, capacity and functionality of waste receptacles shall be carefully considered (i.e. location that doesn't attract seagulls). Alternate models and/or more frequent disposal may be required.
- Picnic tables shall accommodate wheelchair access.
- All bike racks shall be similar to models shown in this report, with an inverted "U" form, and shall be arranged in groups with one longer space for trailer parking.
- A balance between high quality and cost effectiveness is desired.
- Ensure at least some fixed seating is in covered areas for year-round protection from rain and sun.

Sample Furnishings

The community has identified a preference for a more modern and simplistic typology of furnishings, with an option for accent colours. The following furnishing specifications have been provided to suggest standard products to be used across UEL Area D. Alternate products may be considered, referencing the below products as a basis of design and standard of quality.



Landscape Forms Generation 50 Bench

Style: Traditional

Back Option: Backed

Arms: Looped arms - end only - (furnishings shall not include hostile design elements)

Face Board Style: Curved cut

Materials: Wood for exterior use. (sustainably harvested wood only)

Finishes: Support colour and arm colour to be custom powder coated metal gloss UEL grey: RAL number GP 16-052; Unfinished wood (Wood type should be chosen which can be left unfinished to grey out naturally)



Fermob 'Luxembourg' chairs

Colour: Willow Green (alternate colours may be chosen for feature areas)

Style: with or without arms

Fermob Bistro Tables

Colour: Willow Green (alternate colours may be chosen for feature areas)

Tables and chairs shall be secured with cables and put away at night to avoid theft.



Urban Staple by Urban Racks

Material: Stainless steel

Mounting: on ground plate with tamper proof hardware. Minimum spacing 24", recommended spacing 36". Each rack accommodates two bicycles.

Waste Receptacles

A complimentary product to the above shall be chosen.

4.3.4 MATERIALS PALETTE

The overall material palette is to be cohesive. As this is a long-term vision, it is critical to choose materials that are widely available and will continue to be available for many years to come. The objectives below shall guide material selection in all new and retrofitted public spaces:

- Use permeable surfacing wherever possible to reduce stormwater runoff.
- Hard and soft landscaping should be designed together to manage stormwater runoff.
- Use durable materials that are slip resistant year-round during rain and snow,

to accommodate a typical Lower Mainland climate.

- Use fall-safe materials and provide shaded areas where children play.
- New sidewalks shall be cast-in-place concrete.
- New public spaces may use a variety of surface treatments, including unit pavers, cast-in-place concrete, and precast elements.
- Street markings have been recommended for various areas. Ensure these are durable and legible; markings should have some significance to the narrative of Area D and/or Indigenous presence on the site.



Image from HUB Surface Systems.

Elevated crosswalks can be special paving or simple markings



Image from Reduce Your Stormwater.



Image from Caron Willey.

Examples of permeable surfacing.



Special paving option on-street



Image from HUB Surface Systems.



Image from UBC.

Examples of street markings that lend character to the space.

4.4 PLANTING STRATEGY

4.4.1 APPROACH AND PROPOSAL

Introducing a variety of plant species to Area D will help support urban wildlife and “green” the neighbourhood, as well as provide shade, shelter, and stormwater management. While the area has many existing street trees and pockets of planting (notably in Jim Everett Memorial Park), there are gaps and opportunities for enhancement. The map below outlines locations where supplementary trees should be planted.



Street Trees Diagram: Existing Assets and Opportunities

4.4.2 PLANTING GUIDELINES

The recommendations outlined below provide guidance to enhance the green spaces and streetscapes in Area D:

- Planting should be low maintenance.
- Prioritize the use of native perennials that support and/or create habitat for birds, small mammals, and insect species, particularly pollinators.
- Select planting for seasonal interest year-round, a balance of evergreen and deciduous species.
- Include a variety of planting forms (high, medium and low as well as dense and open) to improve visual and ecological value and consider year-round interest. All planting in boulevards or bumpouts should be placed to ensure that they do not block sight lines for drivers or pedestrians.
- Preserve and highlight existing tree assets, select hardy species to fill gaps in the street tree network. Consult “Urban Tree List for Metro Vancouver in a Changing Climate”, published by Metro Vancouver to ensure street tree species are appropriate.

- Provide adequate soil volume (30m³ per tree, to match City of Vancouver standards) for all planting, and select adaptive, drought tolerant species where possible to minimize irrigation needs.
- Avoid monocultures to minimize the spread and impact of disease.
- Consider integrating interpretive signage with key species, and further ensure that any such signage explores Musqueam connections to the plants names (hən̓qəmin̓əm̓), specific uses for each plant, any related cultural information.

4.4.3 STREET TREE PLANTING

The significant social, environmental, and health benefits of street tree planting are well known to researchers and local governments; the City of Vancouver has established ambitious policy goals for urban tree canopy in their 2018 Urban Forest Strategy. These are further explored in Section 4.9. Consider the following recommendations when selecting street trees:

- Street tree species should be chosen which have been determined to be appropriate for use as street trees in our climate. Where appropriate, infill or continue a row of the same species which has already been planted on a street. All species must be approved by UEL for continuity.
- Shore Pine and Douglas Fir are appropriate where evergreen trees are specified (refer to Section 5.0 for guidance on placement of evergreen species)
- Use large tree species wherever possible, to increase the neighbourhood tree canopy coverage.
- Consider maintenance when planting trees in proximity to overhead utilities.



Mature street trees provide dense shade.



Evergreen trees provide year-round canopy and bird habitat.



Cherry trees provide seasonal interest, a strong visual identity.

4.4.4 UNDERSTORY PLANTING PALETTE

Some recommended native plant species for low maintenance planting in boulevards and bumpouts are shown here. Non-native species of perennials, grasses, shrubs and groundcovers may also be used but should be well-adapted to our climate and pollinator/ habitat friendly. Avoid common allergen species.

If rain gardens are built, specific species shall be selected which are tolerant of local conditions. In some locations, boulevards and bumpouts may remain as drought tolerant lawn for maintenance reasons.



Boulevards or rain gardens with low maintenance lawn or perennial planting.



Mahonia nervosa



Vaccinium parvifolium



Acer circinatum



Ribes sanguineum



Carex (choose native varieties)



Polystichum munitum



Arctostaphylos uva-ursi



Anaphalis margaritacea

Images from Oregon State University.

4.5 LIGHTING APPROACH

Lighting has a significant visual presence which can be used to enhance safety and security in the public realm, as well as extending the usable hours of public spaces. The existing lighting in Area D has a strong and interesting aesthetic character that should be preserved. Consider the following recommendations:

- Refurbish and repair existing street lights wherever possible, and for as long as possible; the specific tone of grey is GP 16-052.
- If replacement of more than a few street lights becomes necessary, consideration should be given to ensure a unified look and feel for the site and surrounds.
- Light levels along streets and in the public realm should be examined to determine whether they are acceptable.
- In some locations additional lighting may be beneficial to provide an improved feeling of safety, including along Western Parkway and Dalhousie, in the parks, in the laneway at the Marketplace, and near the community gardens.



Existing light pole in the area

4.6 PROGRAMMING AND ACTIVATION APPROACH

Since Area D is home to a diverse group of residents representing many age groups, cultural backgrounds, and income levels, programming activation will be important to create an engaged community. There are two neighbourhood spaces which lend themselves to larger-scale events: University Marketplace and surrounding streets, and Jim Everett Memorial Park. Both Western Parkway and Allison Road could be closed to traffic for special events; selective road closures could create a seamless public space from the marketplace through the park. Appropriate large events could include: farmer's markets, street festivals, food trucks, cultural celebrations and more. Event programming will be coordinated between UEL, UBC, and community groups (when relevant).



4.7 WAYFINDING APPROACH

Wayfinding is an important aspect of facilitating access both within UEL and to the UBC campus, helping to familiarize visitors with key local routes. Wayfinding is encouraged at key intersections and should be prioritized at the interface between Area D and the UBC campus.

Signage will focus on indicating clear

routes to landmarks such as Ieləṁ Village, University Marketplace, direction to UBC campus, nearby parks, and trail connections. Wayfinding should be:

- clearly legible from a distance
- located at key intersections along priority pedestrian routes
- co-located with transit stops, bike share locations, and street furnishing
- inclusive of Musqueam place names, street names, narratives and histories, where appropriate

4.8 MAINTENANCE APPROACH

Maintenance of Area D is performed by UEL staff, and effort should be made to accommodate their level of resources and staffing abilities. Specific guidance on furnishings maintenance has been provided in Section 4.3.3. In general, material and planting choices will contribute significantly to creating a manageable maintenance level for Area D. All preceding guidance in this document has been considered with a low-maintenance approach in mind and should be sufficient to ensure that designs are maintainable by UEL staff.

Additional considerations include:

- involving community groups in the maintenance of specific planted areas, i.e. the pollinator gardens on University Boulevard and the community gardens on Western Parkway
- ensuring all planting has appropriate soil volume to prevent plant failure and avoiding replacement.
- developing a unified maintenance schedule for simple seasonal pruning
- completely avoiding the use of annual planting within Area D
- focusing on detailed paving and paving transitions which will help increase the lifespan of hardscaped areas



Increasing urban tree canopy has various sustainability benefits

4.9 SUSTAINABILITY APPROACH

Grounded in the desire for a lively, sustainable community as expressed in the Area D Plan, public realm improvements will support this goal by:

- prioritizing stormwater management strategies that use planting to absorb water, and permeable paving where possible to minimize runoff and reduce strain on existing infrastructure.
- greening streets, to help mitigate the urban heat island effect
- planning for changing demographics - providing a variety of public spaces that engage users of all ages and abilities
- anticipating significant population growth, and planning street upgrades in advance of this demand to ensure transportation routes in Area D are usable for the future
- encouraging active transportation by

improving accessibility and safety of all sidewalks and cycle routes, as well as creating new ones

- increasing street and open space tree assets to create a strong visual and ecological identity for Area D, in particular as the naturalized areas are developed, as well as to mitigate extreme heat for the public by providing shade to public spaces and buildings (especially important for this area as it has a higher risk due to older housing stock and more rental units, which are less likely to have air conditioning for reprieve)
- greening the area in general, for various notable social benefits, as outlined in the City of Vancouver's 2018 Urban Forest Strategy and other sources (encouraging social bonding, encouraging physical activity for its health and wellbeing benefits, lowering stress levels and healing a range of illnesses, and improving cognitive function in children)

4.10 SAFETY AND SECURITY APPROACH

Safety and security in public spaces shall be ensured using the following strategies:

- adequate lighting provided on all roads, lanes, pathways, plazas, and gathering spaces
- fall-safe materials in children's play areas
- slip-resistant materials in all paved areas, including sidewalks, pathways, and hardscaped public spaces.
- clear wayfinding to facilitate user-friendly navigation and prevent disorientation
- adequate seating to allow users with mobility challenges to rest safely
- traffic calming measures and additional raised crosswalks

Additionally, Crime Prevention through Environmental Design (CPTED) principles shall be considered for all public spaces (specific guidelines adapted from North Vancouver RCMP).

Within the specific context of Area D, CPTED principles will largely be achieved using maintenance, design, and programming strategies:

- Public realm improvements will encourage resident interaction and ensure public spaces are populated with engaged users. They will also help to clarify the purpose and intent of the different public spaces in the neighbourhood. (Territoriality, Surveillance, Activity Support)
- Programming will help to populate public spaces during many different times of day and seasons of the year, creating vibrant public life and investment in the community. (Territoriality, Activity Support, Environment).
- Maintenance by UEL staff, as well as the selection of appropriate furnishings, will ensure adequate cleaning and repair is undertaken on all furnishings.



Bumpouts and crosswalks are useful traffic calming measures and create safer pedestrian environments.

5.0 DEMONSTRATION SECTIONS

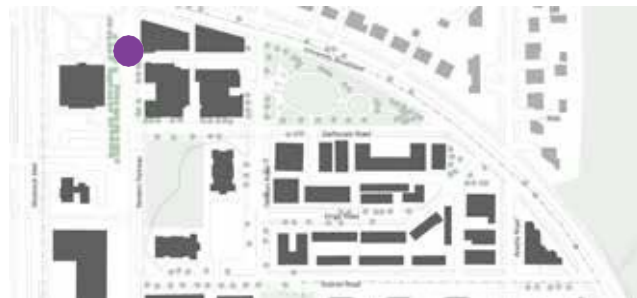
This section serves as inspiration for how Area D could be transformed with a series of modest improvements. When analyzing each of these images, consider the accommodation of existing utilities (soil cells may help to facilitate this), interface of sidewalks on public/private property, low maintenance planting strategies, and appropriate tree sizing.

WESTERN PARKWAY (NORTH)

An activated boulevard, with special markings for events and plaza spillout space.

Streetscape improvement highlights:

- selective special paving
- mudpits replaced with usable hardscape
- new sidewalk on West side of road
- shared street signage for cyclists



KEY PLAN

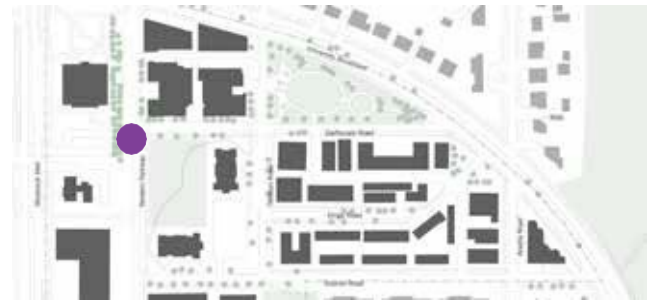


WESTERN PARKWAY (SOUTH)

A calm local road, with raised crossings to campus and selective bumpouts.

Streetscape improvement highlights:

- new street trees
- new sidewalk on west side of road
- raised crosswalk with bumpouts
- selective furnishings at community garden
- shared street signage for cyclists

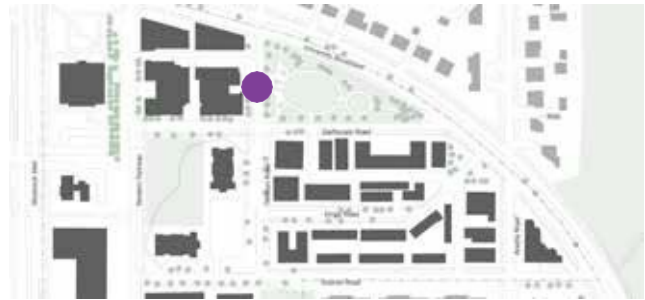


KEY PLAN



ALLISON ROAD (NORTH)

A true public space, with expanded paving around the Marketplace and special markings for potential street closure and events. Consider working with a Musqueam artist to develop the patterning. Its proximity to both Jim Everett Park and University Marketplace suggests strong potential for community engagement through events.



KEY PLAN

Streetscape improvement highlights:

- mudpits replaced with usable hardscape
- selective special paving
- street furnishings added to address anticipated activation



ALLISON ROAD (SOUTH)

Taking advantage of existing street trees, Allison Road becomes a generous boulevard, with a new sidewalk and street furnishings, as well as improved crossings and selectively planted bumpouts.

Streetscape improvement highlights:

- road dieting (lane reduction)
- new sidewalk on western side
- additional street furnishings
- bumpouts at improved intersection
- shared street signage for cyclists



KEY PLAN



TORONTO ROAD (WEST)

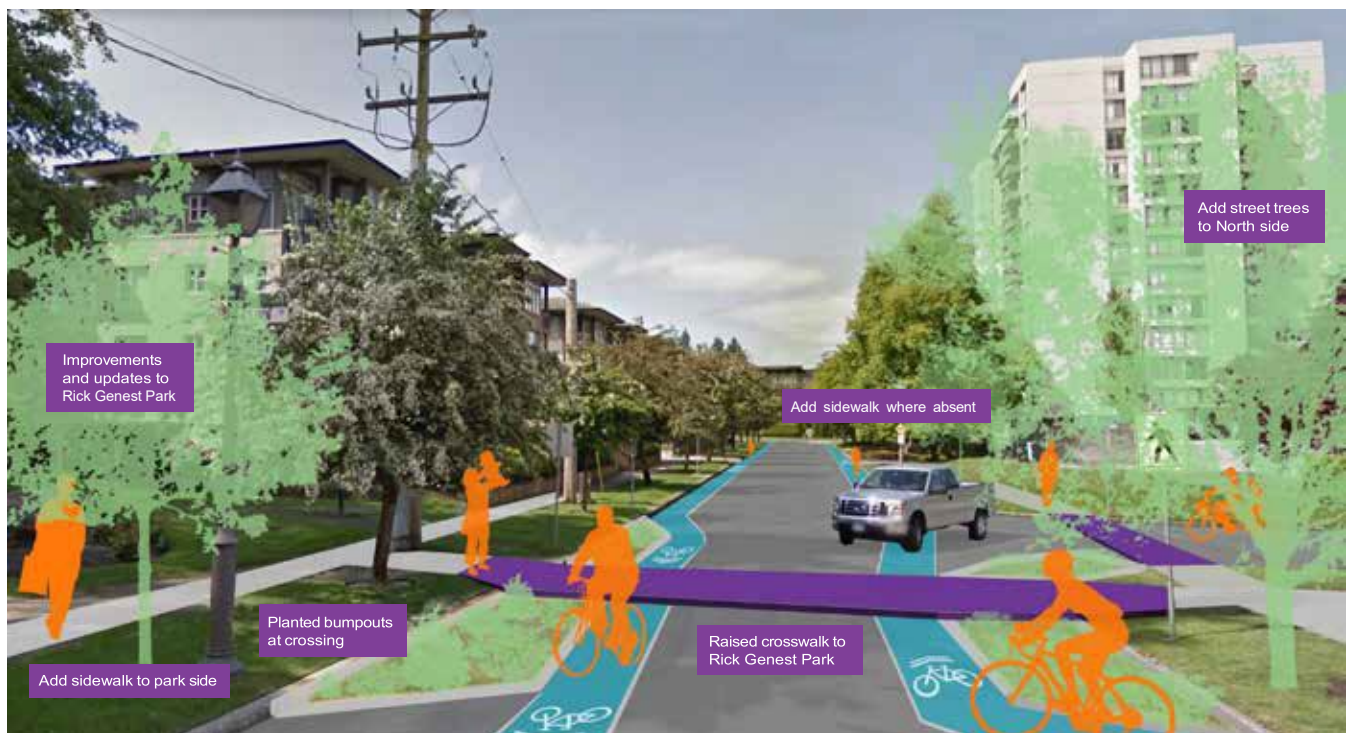
Toronto Road is a priority bike route, with dedicated on-street infrastructure. Raised crosswalks and a new sidewalk connect to Rick Genest Park, and bumpouts to help calm vehicle traffic. New street trees provide shade and visual interest.



KEY PLAN

Streetscape improvement highlights:

- raised crosswalk with bumpouts at improved intersection
- new sidewalk on south side, widened sidewalk on north side
- new street trees
- dedicated cycle lane on both sides
- street furnishings at park entrance

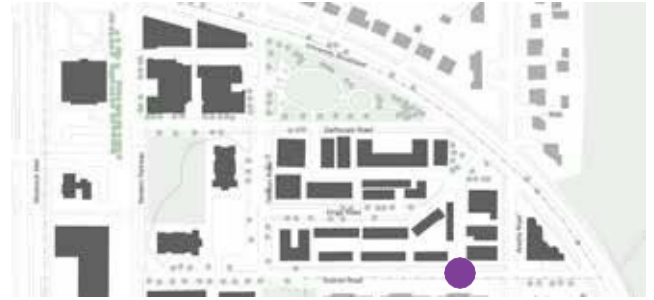


TORONTO ROAD (EAST)

A new sidewalk, additional street trees, and dedicated bike infrastructure transform the character of Toronto Road.

Streetscape improvement highlights:

- new sidewalk on south side, widened sidewalk on north side
- added street trees
- dedicated cycle lane on both sides



KEY PLAN

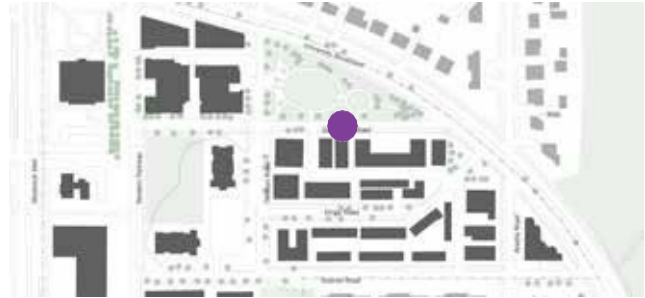


DALHOUSIE ROAD

Access to Jim Everett Memorial Park is improved with a new sidewalk, accompanied by street trees, traffic calming, and boulevard gardens to make Dalhousie Road green and welcoming.

Streetscape improvement highlights:

- bumpouts for traffic calming and road dieting
- street re-surfacing
- new sidewalk on the northern side
- added street furnishing
- added street trees
- shared street signage for cyclists



KEY PLAN

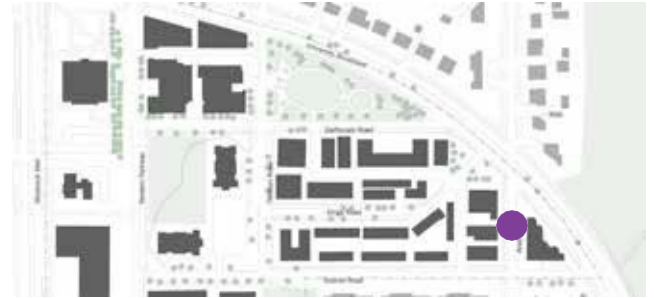


ACADIA ROAD

Coniferous street trees form a visual connection to the forest beyond, as well as a transition to Ielām Village. Dedicated cycle infrastructure connects with the bike route along University Boulevard.

Streetscape improvement highlights:

- new coniferous street trees
- new sidewalk on east side
- dedicated cycle lane on both sides



KEY PLAN

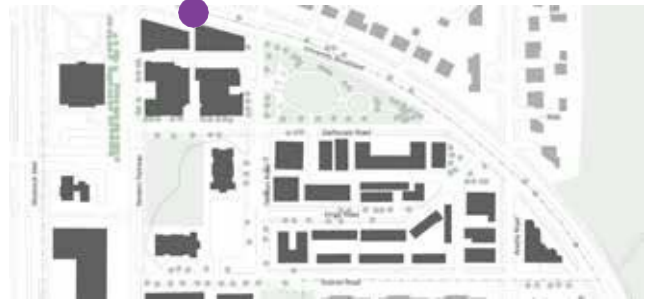


UNIVERSITY BOULEVARD

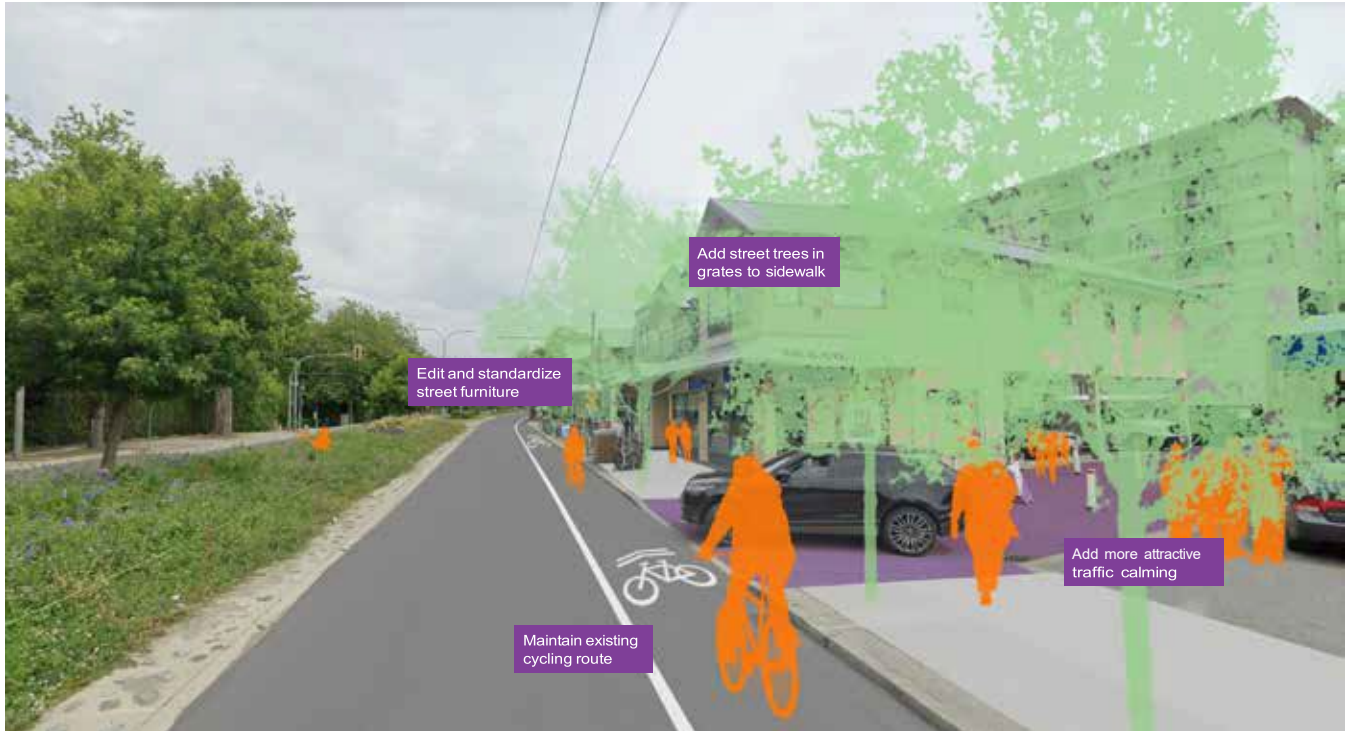
University Boulevard retains its existing pollinator gardens and bike infrastructure, and new street trees provide comfort for pedestrians. Visual traffic calming helps to clarify the service laneway condition.

Streetscape improvement highlights:

- traffic calming at laneway exit
- unified street furnishings, in particular bike racks and waste bins
- new street trees

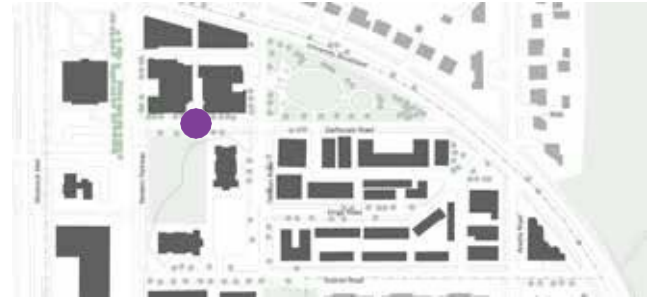


KEY PLAN



UNIVERSITY MARKETPLACE

The University Marketplace serves as a central gathering space in Area D and has great potential as a small plaza. Unified moveable furnishings will create an informal atmosphere for socializing. Muddy boulevard planting can be either paved or replanted to improve the pedestrian experience.



KEY PLAN

See Section 4.3.4. for more information on “mudpits”.

Marketplace improvement highlights:

- suggested standardization of street furnishings
- replace mud pits with hardscape
- shared street signage for cyclists
- planting in bumpouts

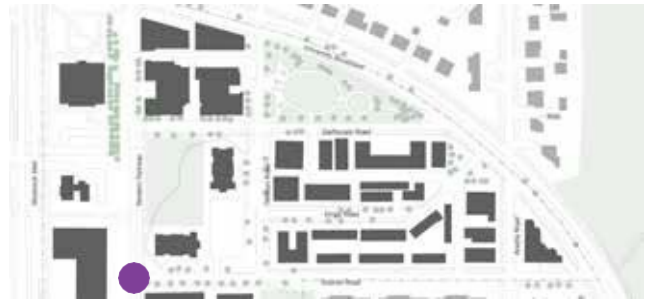


WESTERN PARKWAY & TORONTO ROAD

A major connection to the UBC campus, this intersection is improved with raised crosswalks, connected bike infrastructure and wayfinding signage.

Intersection improvement highlights:

- crosswalks in all directions
- additional street trees
- dedicated cycle lanes connect both roads
- clear signage to local landmarks
- connection of existing and proposed sidewalks

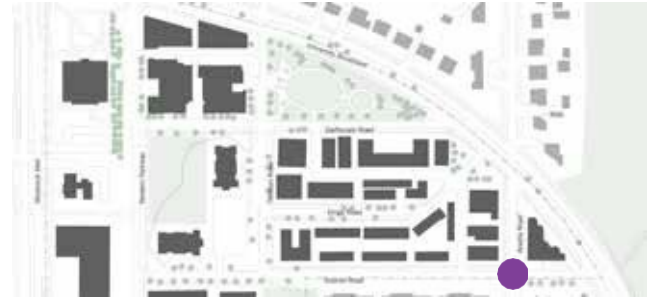


KEY PLAN



TORONTO ROAD & ACADIA ROAD

The gateway between UEL and Ieləmə Village is also a complex transition of bike infrastructure and pedestrian routes. Intersection improvement may include raised crosswalks and/or curb bumpouts at corners. New trees frame the view of Ieləmə



KEY PLAN

Intersection improvement highlights:

- crosswalks in all directions
- add street trees
- add street furnishings
- connect existing and proposed cycle lanes
- connect existing and proposed sidewalks



6.0 IMPLEMENTATION

Implementation of public realm improvements outlined in this document will take place over an extended timeline, in pace with the natural development of UEL as it densifies and becomes a larger community.

6.1 IMPLEMENTATION STRATEGIES

The implementation of public realm improvements will rely on a series of strategies, which include creating partnerships with and providing incentives to local community members, small businesses, developers, UBC and others; planning and budgeting with a phased approach; grasping opportunities as they arise, such as through CAC contributions from new developments; and seeking out funding and grant opportunities for specific individual improvements.

6.2 IMPLEMENTATION APPROACH

6.2.1 TREE PLANTING AS A PRIORITY

Street trees have a profound impact on the quality and experience of public spaces, and tree planting will be critical to improving the sustainability, walkability, and overall environment of Area D.

New and additional street tree planting, locations identified in Section 4.4.1, is the best first step for any public realm improvements in UEL. Tree planting should be considered in tandem with future proposed improvements, and trees should not be planted where they will soon be removed for resurfacing, new sidewalks, or other improvements. In general, the first step in improving any street should be a thorough analysis and augmentation of its trees.

6.2.2 LOW HANGING FRUIT

There are a number of smaller-scale independent projects suggested in this document which can be tackled before any new development is completed. This “low hanging fruit” is a good place to start on a year-to-year basis, as the budget of UEL allows. Projects in this category include:

- new individual crosswalks along University Boulevard, locations identified in Section 4.1.3
- street furnishings upgrades and additions, see diagram in Section 4.2 and Section 5.0 for further guidance on location
- sidewalk widening, see Section 4.1.1
- road dieting and boulevard/bumpout planting, locations identified in Section 4.1.3. and Section 5.0
- traffic calming signage and ancillary bike route signage/markings, locations identified in Section 4.1.2

6.2.3 LONGER TERM PHASED INITIATIVES

Larger and more comprehensive projects will be more successful and efficient if they are completed all at once, likely in conjunction with a nearby redevelopment, or as UEL budgeting allows. Key phased projects would include:

- Kings Road improvements
- Bridle Path improvements
- University Marketplace public realm improvement (including repaving mudpits, selected planting, special paving on Allison Road and Western Parkway, tree planting, new moveable and fixed street furnishings)
- general improvements to Jim Everett Memorial Park (including new furnishings, new sidewalk and bumpouts on Dalhousie Road, wayfinding)

- priority cycling route construction along Western Parkway, Toronto Road, and Acadia Road (including dedicated cycling facilities, intersections connecting to existing cycle routes, and providing adequate bike parking to meet new demand)
- primary intersection improvements, locations as identified in Section 4.1.3 (including all-way raised crosswalks, signals where appropriate, curb bumpouts, and integrated cycling infrastructure); and
- new sidewalks, locations identified in Section 4.1.1

For the streetscape improvements listed above, a street-by-street approach in which all facilities on a given street (i.e. bike route markings, bumpouts, new trees, new sidewalks, any special pavement) would be completed at once, would likely prove to be the most efficient option for costs.



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