

## 3 Public Realm

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# 3 Public Realm

## 3.1 Public Realm Concept

The public realm concept for the Little Mountain site integrates a clear and accessible movement network with public spaces for social engagement. The framework is inspired by the structure of the earlier site plan's open spaces and the geometry of former building footprints and retains a number of mature trees.

The site is edged on its south side by the Ridgeway along East 37th Avenue and on its west side by the Ontario Greenway and Queen Elizabeth Park. Vehicular access to roads and driveways have been located away from both greenways to minimize disruption of these key cycling routes.

The Central Spine creates a new primary connection from 33rd Avenue at James Street to Main Street at 36th Avenue. Two major open spaces are located along this Spine: the Green Wedge Park and the Community Plaza. A linear rain garden feature on private properties along the west side of the Spine is a sustainable feature of the public realm concept.

Wedge Park provides a pedestrian link from 35th Avenue through to the Ontario Greenway and Queen Elizabeth Park with a sightline to the pond features and existing park trees. It is intended primarily as landscaped open space for informal gathering and children's play for the enjoyment of residents and neighbours en route to Queen Elizabeth Park.

The Community Plaza is a social urban square providing a variety of outdoor seating and opportunities for outdoor programming related to the nearby Neighbourhood House. Retail uses at ground level in adjacent buildings provide food services and outdoor eating to animate the edges of the plaza.

Figure 3-1: Public Realm Plan



## 3.2 Landscape Plan

### 3.2.1 Open Space Network

The open space network for Little Mountain is the primary organizing element of the site. The network provides diverse amenities and plays a key role in achieving a welcoming neighbourhood that is highly integrated with the greater community. The preservation of existing mature trees and the open space relationship to Queen Elizabeth Park are significant components of the open space network that are prioritized in the realization of the plan.

The three major spaces in the open space network are: Wedge Park at 35th Avenue, the Community Plaza at 36th Avenue, and the north-south Central Spine running from 33rd Avenue to 37th Avenue. A cluster of community gardens is located along the spine of the Quebec Street Extension and contributes to the open space network. Each space is unique in its function yet cohesive in how they each contribute to the overall expression of the site.

As connectivity and permeability are key principles for ensuring that Little Mountain is fully integrated into the greater community, the open space network is augmented by a system of pedestrian/cycling mews and corridors to provide a finer grain of connections to the surrounding community.





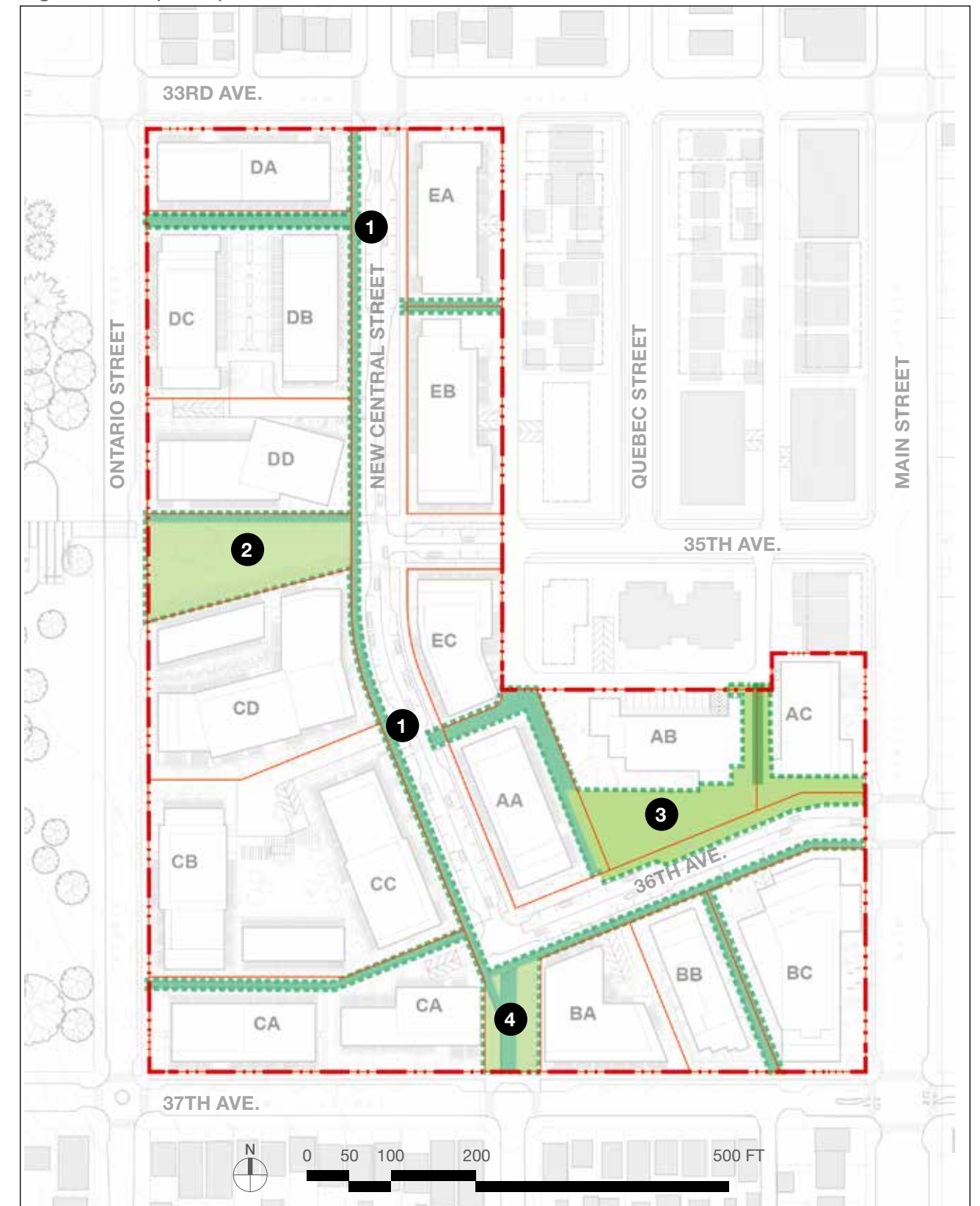
- 1 Central Spine
  - 2 Wedge Park
  - 3 Community Plaza
  - 4 Community Gardens
- 
-  Open Space Network
  -  Open Space
  -  Connecting Spines
  -  Project Boundary

Figure 3-2: Open Space Network



### 3.2.2 Existing and Proposed Trees

The tree master plan for Little Mountain contains both existing and proposed trees. Tree retention is a high priority within the community, and is achieved with a 64% retention rate. Architecture and site design responds to the existing trees through setbacks, notched buildings, and specialty detailing to ensure the health and long term survivability of these existing trees. Each street and corridor is defined by a tree palette that is suitable to the scale and orientation of the specific space. Layers of ornamental trees help to demarcate entrances, arrival courts and private patios. Collectively, the existing and proposed trees provide appropriate tree coverage for optimal environmental and social benefits while also contributing to an improved urban forest condition for the City.

NOTE: All retained trees are conditional to detailed architectural, geo-technical, civil, and landscape designs.

Figure 3-3: Existing and Proposed Trees



### 3.2.3 Natural and Hardscape Areas

The landscape plan for Little Mountain contains a coordinated palette of soft and hardscape areas. The soft or natural components include street trees, residential and naturalized plantings, passive green open spaces, linear rain garden feature plantings and urban agriculture components including a demonstration orchard and community gardens. Hardscape components include paving of streets, pedestrian corridors, and plaza spaces, as well as furnishings. The combined soft and hard palette helps to create a cohesive character and strong 'sense of place' for the community.

Figure 3-4: Street Trees



Figure 3-5: Naturalized Plantings



Figure 3-6: Hardscape Plaza



- Natural Areas
- Hardscape Areas
- Project Boundary

Figure 3-7: Natural and Hardscape Areas





### 3.3.2 Green Wedge Park

Green Wedge Park is a public park located to the west of the new central street at the 35th Avenue intersection. The park reads as an extension of Queen Elizabeth Park inviting people across Ontario Street into the community. The program is predominantly passive to prioritize an open site and increased solar access. Park elements include natural play features, enhanced plantings, infiltration areas and an informal gathering space. East-west connections are provided along the north and south edges. Private spaces fronting Green Wedge Park have elevated patios (stoops) and landscape buffers for adequate privacy and separation while still having direct access to the park.

Figure 3-12: Naturalized Plantings



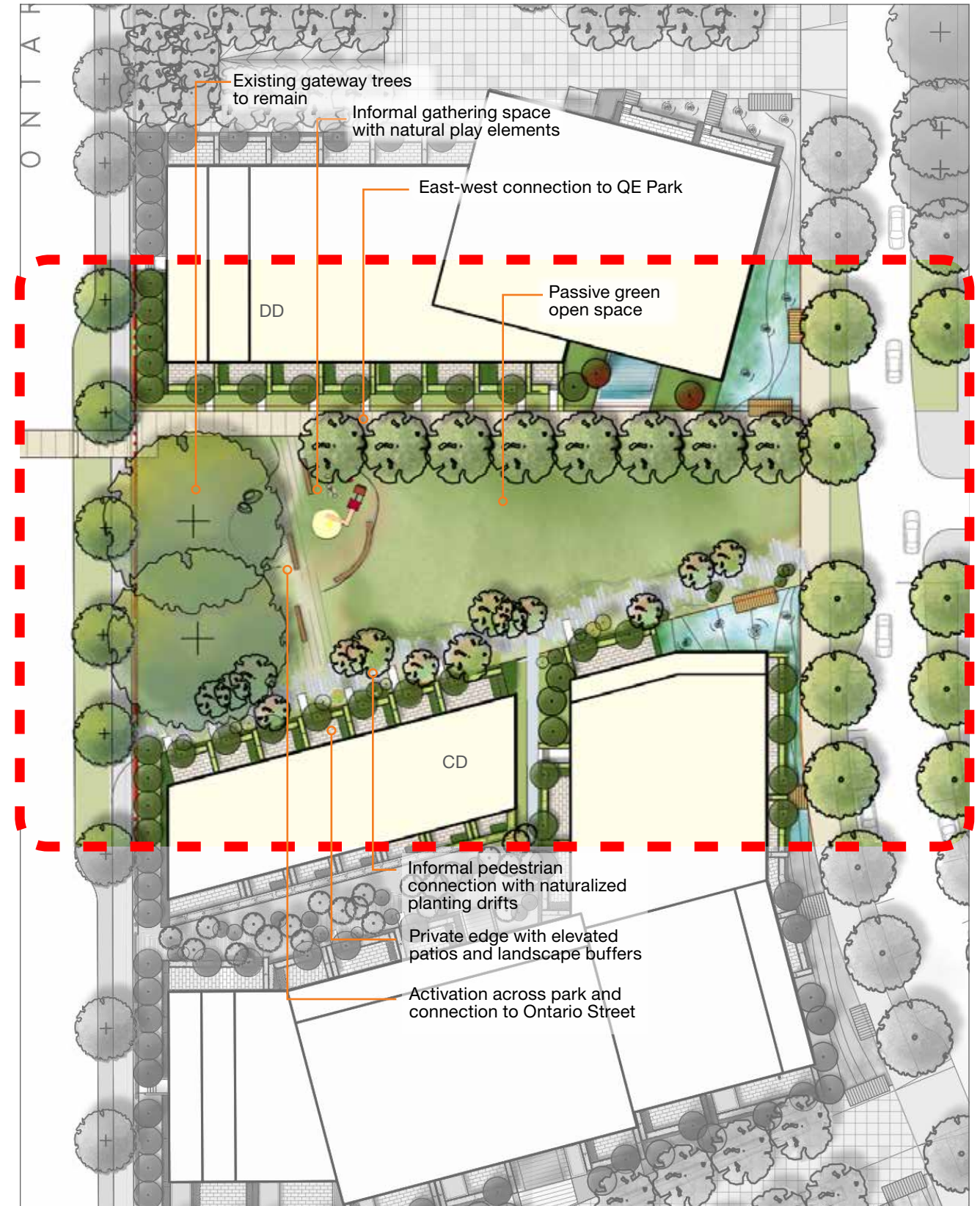
Figure 3-13: Natural Play Elements



Figure 3-14: Informal Gathering Space



Figure 3-15: Green Wedge Park



### 3.3.3 Central Spine

The Central Spine is the character-defining element of the site stretching from 33rd Avenue at James Street to 37th Avenue at the Quebec Street Extension. The two primary components of the Central Spine are the public Urban Trail and the Linear Rain Garden feature located on private property. A hybrid of public and private spaces, the Central Spine reads as a unified corridor that supports a variety of functions and activities including off-street cycling, pedestrian movements, seating, socializing, increased habitat and green space, and an integrated rainwater management system for the private parcels. Residences along this edge have access to the Urban Trail through the provision of pedestrian footbridges extending from private patios to the public right-of-way.

Figure 3-16: Linear Rain Garden



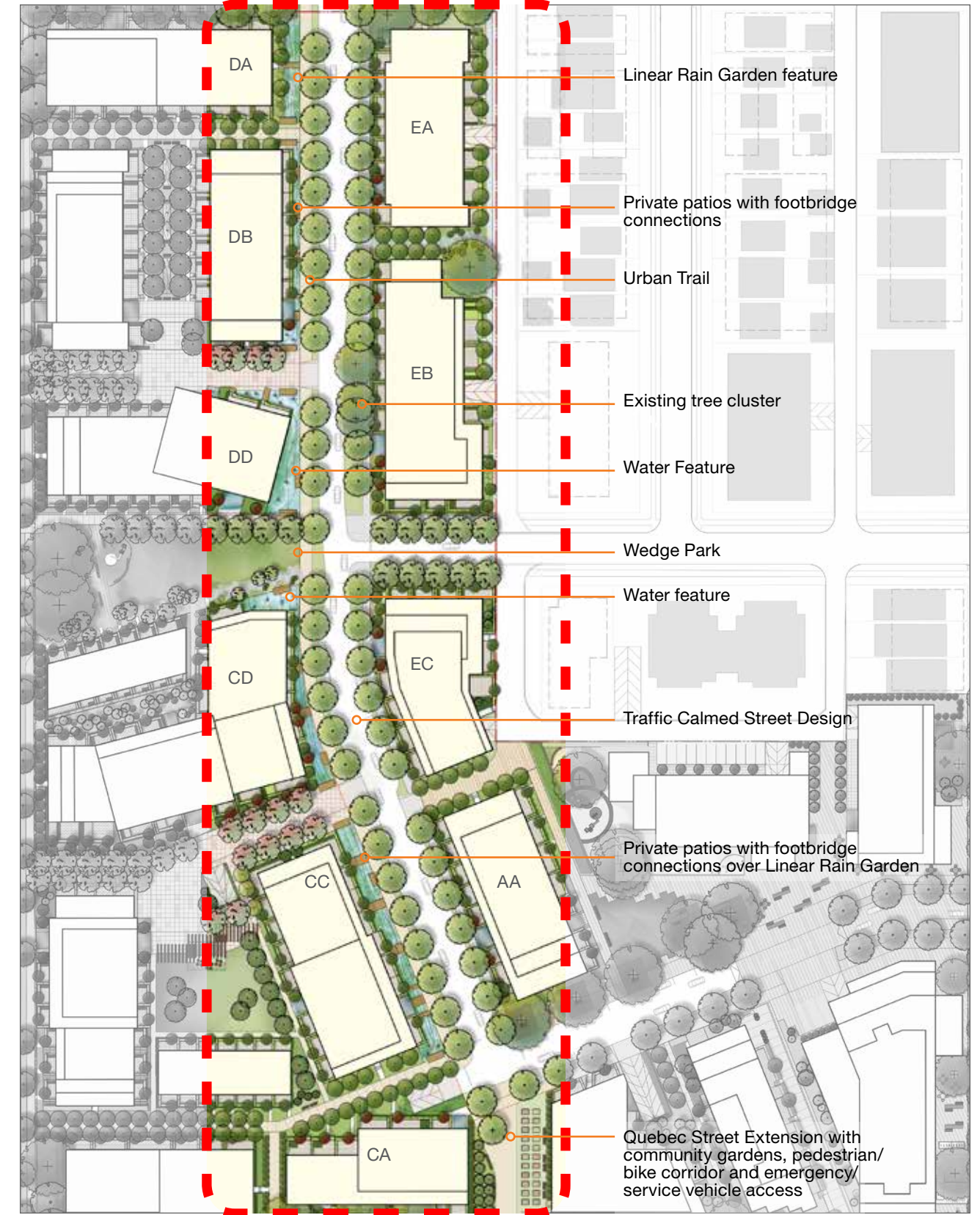
Figure 3-17: Off-street Cycling



Figure 3-18: Private to Public Connections



Figure 3-19: Central Spine





## 3.4 Movement Networks

Little Mountain is designed to support Green Mobility by prioritizing walking and cycling through an interconnected system of public walkways, a primary north-south Urban Trail and a series of pedestrian/cycling mews. The movement network serves as the organizing framework for the site and provides direct and legible connections to the greater community including transit stops and the adjacent Ontario Street and 37th Avenue Greenways. The network also supports universal accessibility while accommodating for other necessities such as emergency and service vehicle access, and vehicular parking and circulation.

### 3.4.1 Pedestrians and Cycling

Pedestrian movements are prioritized throughout the site through a combination of on-street sidewalks, a primary north-south Urban Trail, and a series of pedestrian mews. While public sidewalks are located along all streets, the Urban Trail offers a more generous public amenity that not only serves as a central organizing movement corridor for Little Mountain but is also layered with street furniture, public art, and signage to enhance the pedestrian experience. A series of pedestrian mews provides a finer grain of connections throughout the site. These mews function as public use easements while also increasing site permeability.

Little Mountain is bound by two existing City Greenways: Ontario Street to the west and 37th Avenue to the south. Providing safe and legible cycling access to these greenways is paramount in the design of the internal movement network for Little Mountain. Residents enjoy convenient access to these from bike storage facilities in the parkades through all major entrances and patios. The Urban Trail also offers safe and comfortable off-street cycling areas for more leisurely cycling as well as for young children.














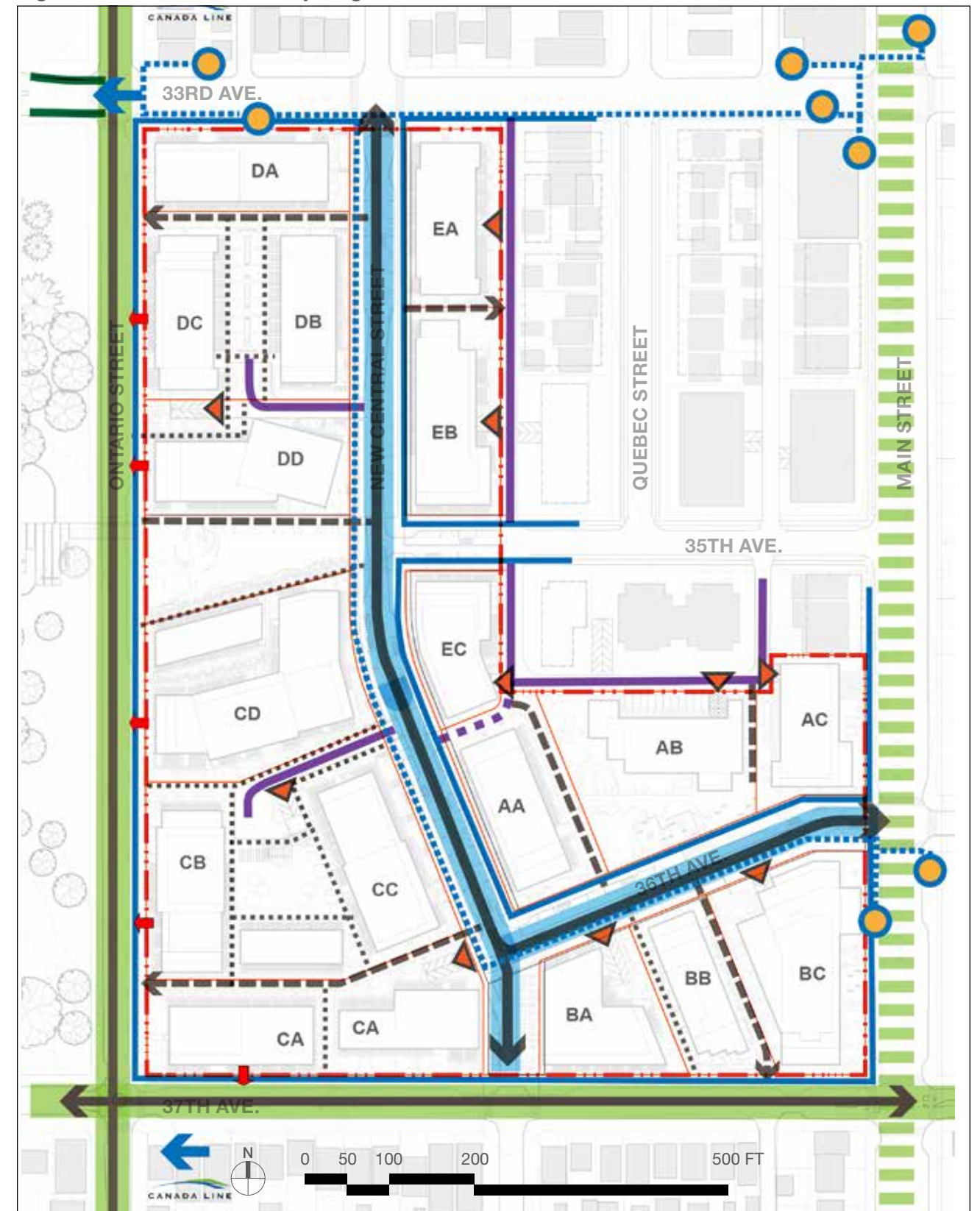
-  Local Street Bikeways
-  Painted Shared Use
-  Painted Bike Lanes
-  3+ m Multiuse Space / Urban Trail
-  Shared Public Paths
-  Shared Semi Private Residential Paths
-  Sidewalks
-  Laneway Connections
-  Bike Access to Parking Amenities
-  Bike Access to Existing COV Bike Routes
-  Bus Stops
-  Pedestrian Path to Transit
-  Project Boundary

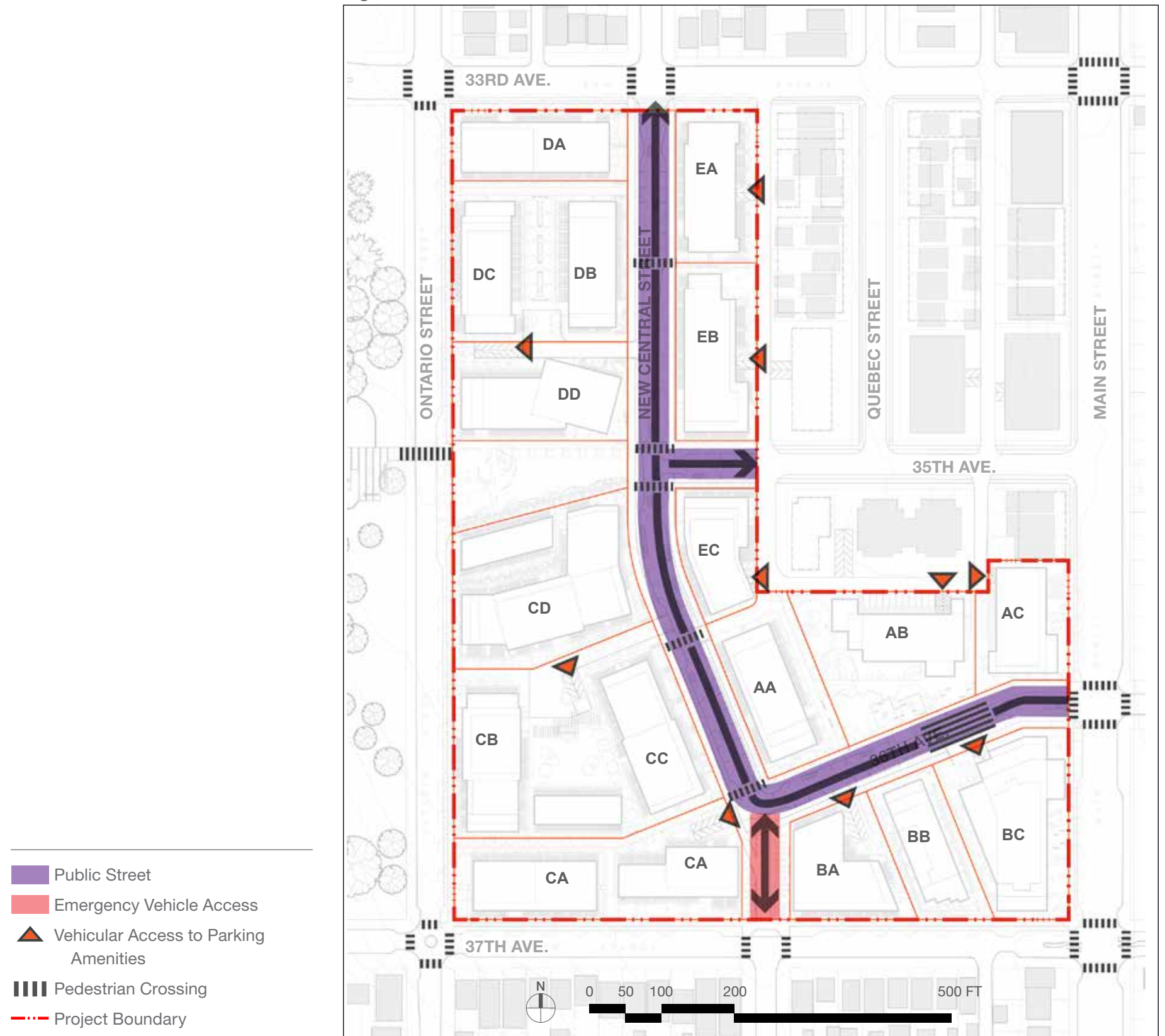
Figure 3-20: Pedestrians, Cycling, and Access to Transit



### 3.4.2 Vehicular

Vehicular circulation primarily occurs along the new central street, 35th Avenue and 36th Avenue. To ensure that current traffic and cyclist flows are not impacted on Ontario Street and 37th Avenue, accesses to parking garages are provided from either the new central street or the existing City lane along the northeast edge of the site. Redundant emergency and service vehicle access to the site through a 6-metre wide corridor at the Quebec Street Extension will be restricted to use by pedestrians and cyclists. Parcels C and D each have a private auto-court that provides drop-off, loading, turn-around and access to internal parking garages for these buildings.

Figure 3-21: Vehicular



### 3.5 Street Cross Sections

The Little Mountain street network combines public streets, pedestrian mews and paths with linkages to the surrounding community and Queen Elizabeth Park. The street network prioritizes pedestrian, cyclists, and transit users while remaining accessible to vehicles including emergency and service vehicles. The City streets are designed to meet City standards and policies. The mews and paths are on private property but function as public corridors with public use easements. Each street and linkage offers full functionality for all modes that each is intended to accommodate.



Section Key Plan

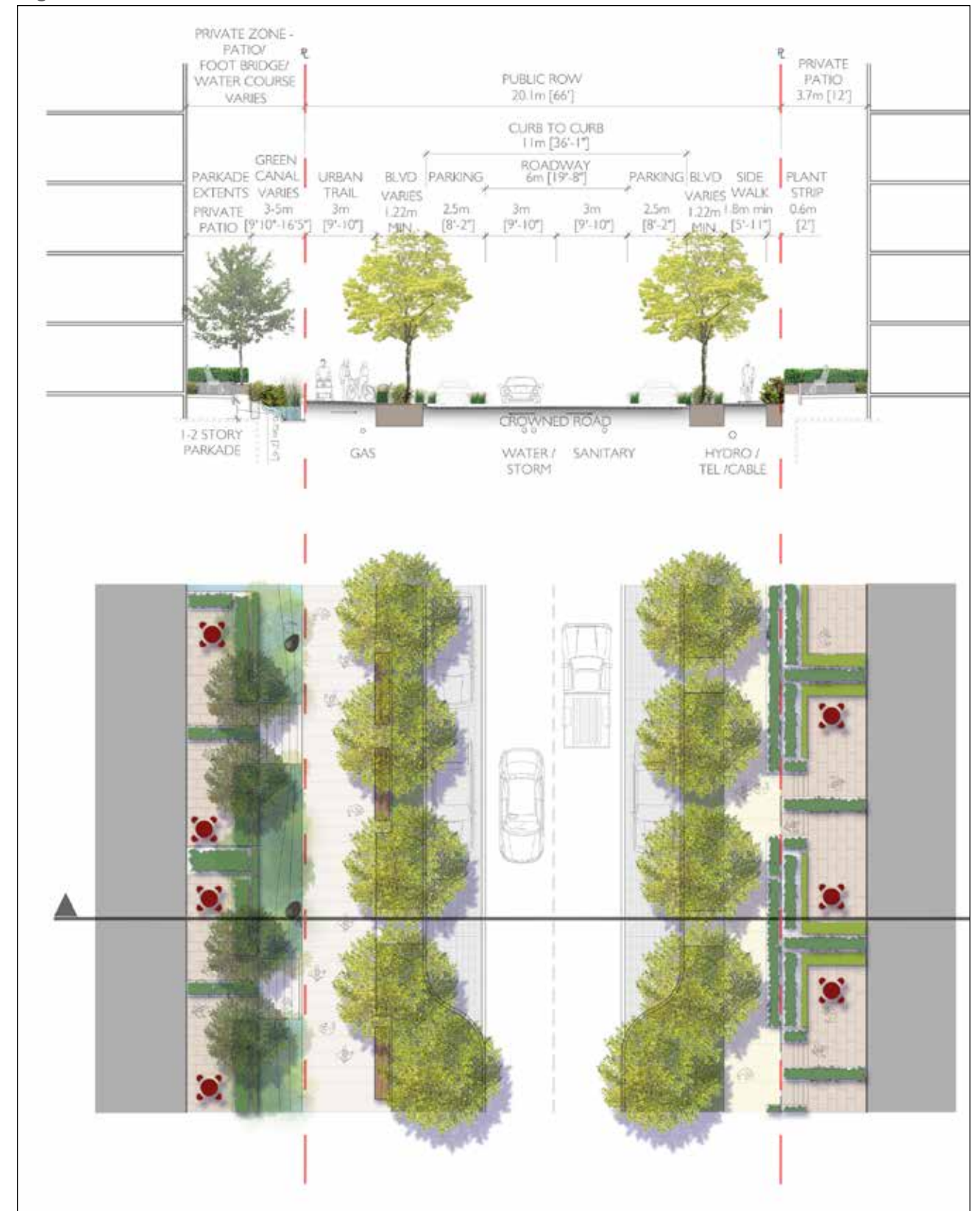
#### 3.5.1 New Central Street

The new central street is a public City street and serves as the primary organizing spine of the site. Envisioned as a character-defining corridor, this new street provides an internal connection between East 33rd Avenue and Main Street via 36th Avenue. It is designed as a traffic calmed street with a neighbourhood scale and character. Residences fronting the street have direct access to the public right-of-way from individual building entrances.

Designed with a 20.1 m (66') right-of-way, the new central street has an 11m (36') curb-to-curb width that accommodates two drive aisles and parking on each side of the street with intermittent landscaped bumpouts. The bumpouts are designed to reduce the perceived width of the street, facilitate pedestrian crossings, encourage calmed traffic movements, preserve existing trees located along this corridor and provide ample 'green' for the community. To further reduce the perceived width of the street, on-street parking areas are delineated from the travel lanes.

The two defining elements of the new central street are the Urban Trail that runs north-south along the west side of the street and its adjacent Linear Rain Garden. The rain garden feature runs on private property for the entire length of the new central street providing a unifying element that serves a variety of functions for the Little Mountain community: the Urban Trail and Linear Rain Garden provide an enhanced public realm experience by offering increased access to nature, safe and comfortable movement for pedestrians and cyclists and diverse seating and informal socializing opportunities.

Figure 3-22: New Central Street Cross Section



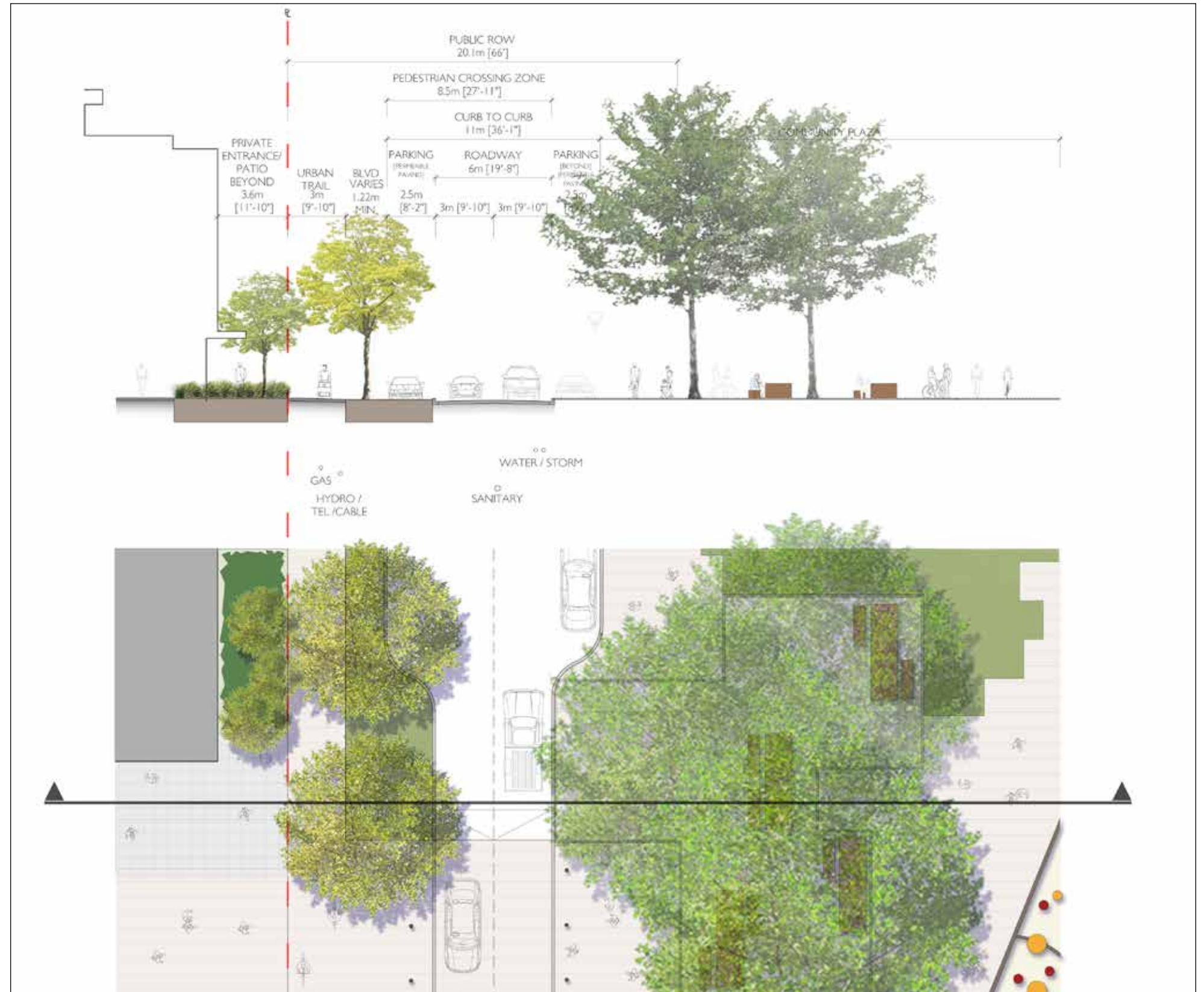
### 3.5.2 36th Avenue

East 36th Avenue is a public City street with a typical 20.1 m (66') right-of-way and serves as a primary access point from Main Street into the site. As the main entry into the social heart of the Little Mountain community, it is designed to emphasize this area as a community focal point. Through the application of a special material on the roadway that relates to the public plaza, the street reads as public realm and signals arrival into this important area. Along the north side of 36th Avenue, a series of significant existing trees are identified for preservation. Special detailing around these trees will need to be considered to ensure the preservation and long term health of these trees. To serve the community and shoppers at the retail services in this area, nearby on-street and underground parking is provided accordingly.



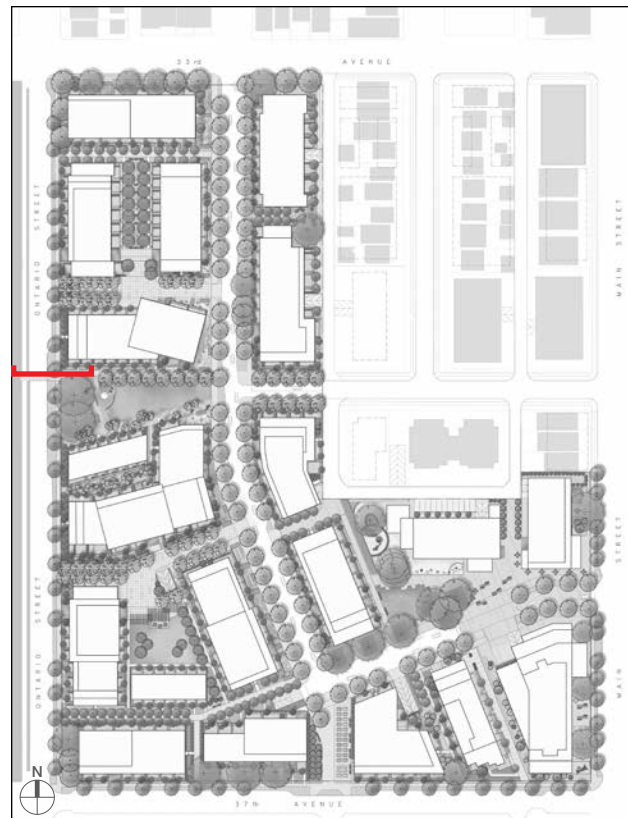
Section Key Plan

Figure 3-23: East 36th Avenue Cross Section



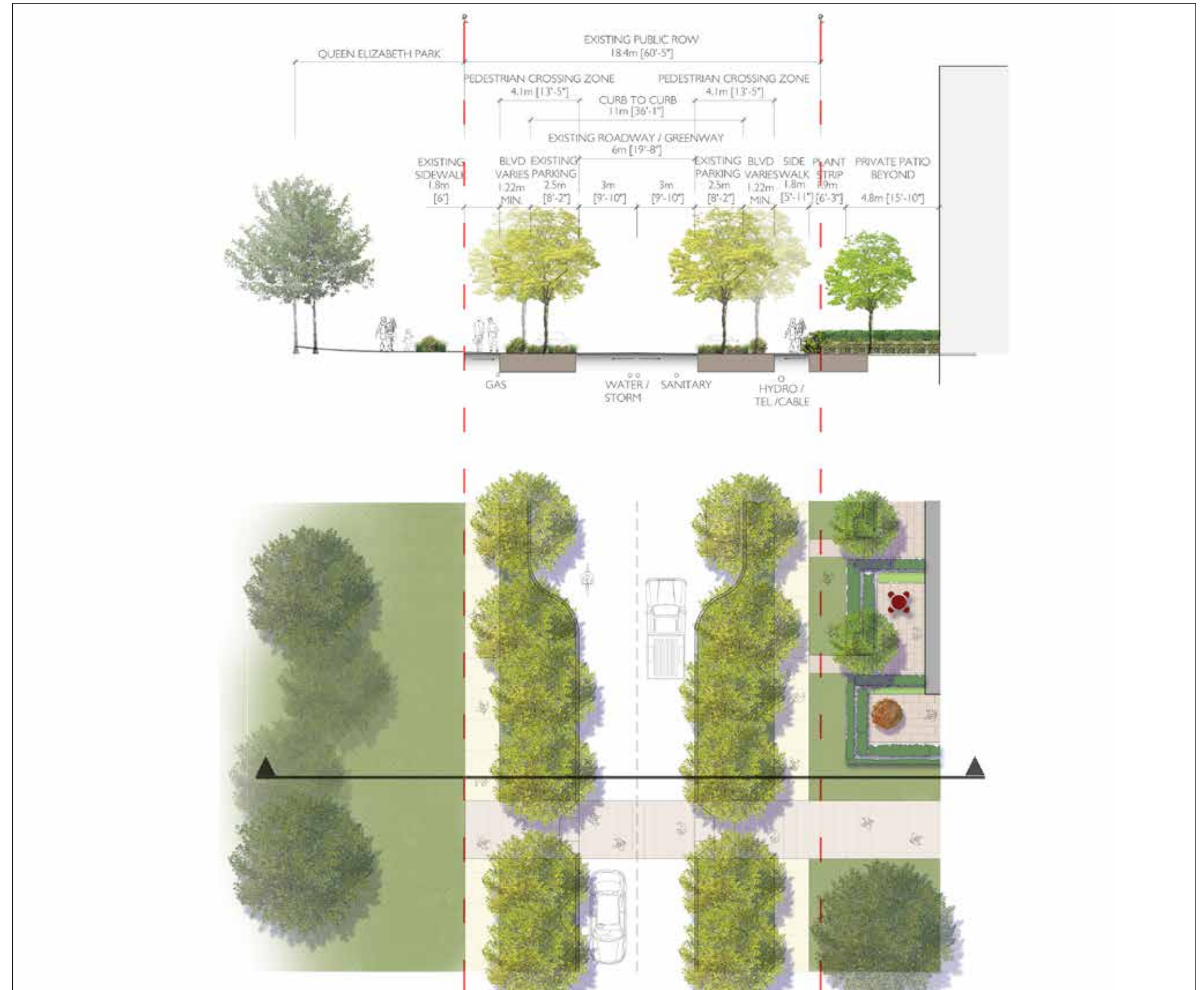
### 3.5.3 Ontario Street

Ontario Street is an existing City Greenway running adjacent to the western side of Little Mountain. To mitigate potential vehicle impacts to the greenway, no vehicular access is provided from Ontario Street into the Little Mountain Site. Two east-west pedestrian/bike corridors provide direct connections to and from the greenway and residences fronting the greenway have direct access from building entrances to Ontario Street. An enhanced pedestrian connection with refuges and a demarcated crosswalk provides a safe and legible east-west connection across Ontario Street between Wedge Park and Queen Elizabeth Park.



Section Key Plan

Figure 3-24: Ontario Street Cross Section



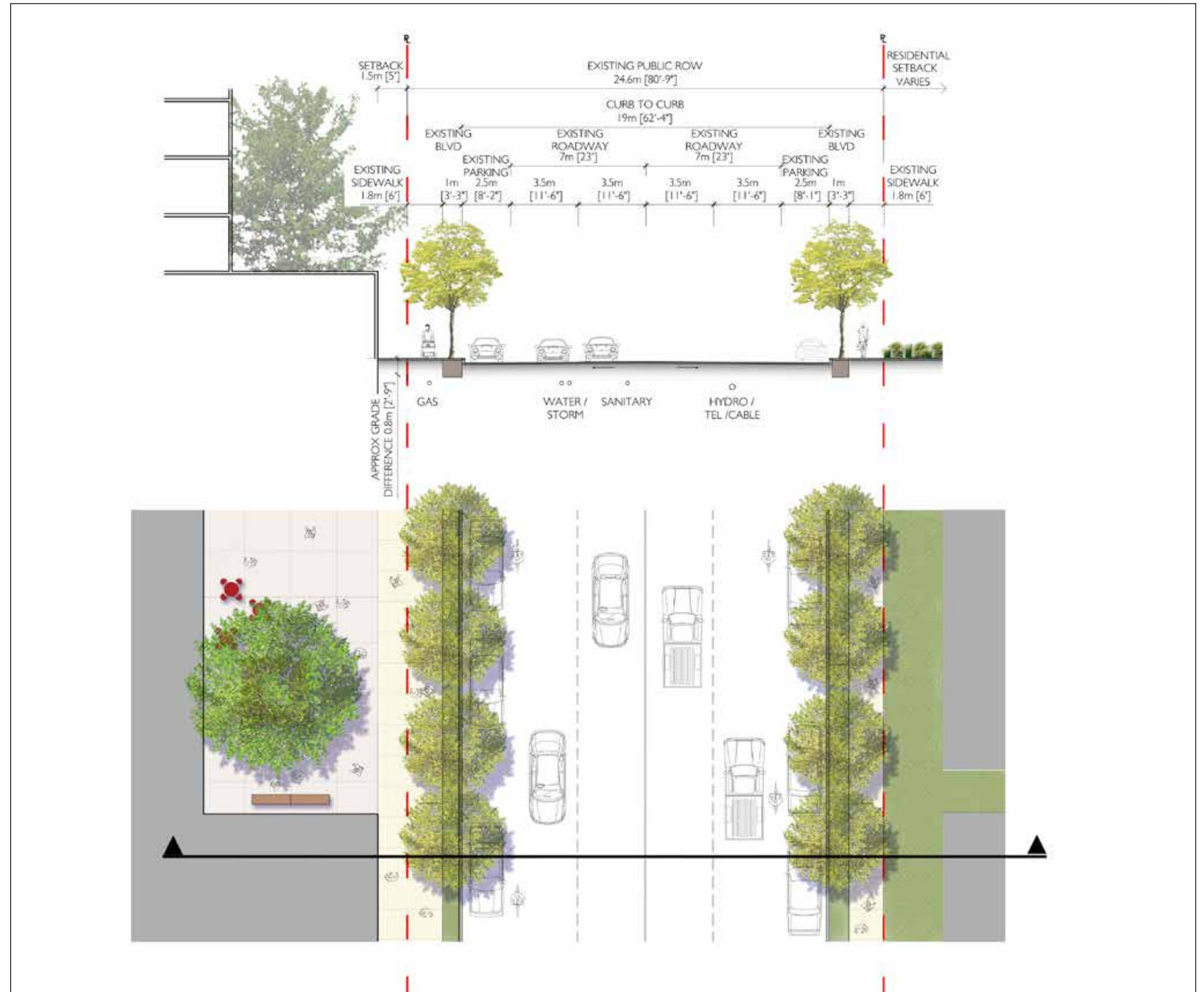
### 3.5.4 Main Street

Main Street is a major arterial adjacent to the eastern side of the site and serves as a primary vehicular access point into Little Mountain at 36th Avenue. Retail and commercial frontages are oriented towards Main Street and wrap the corner to draw pedestrian activity into the site at the Community Plaza. Where commercial buildings front Main Street, sidewalks are widened to provide more opportunities to animate this edge through features such as outdoor seating or space for sidewalk retail. Where trees are identified for preservation, special detailing and architectural setbacks helps to achieve both tree preservation, continuous frontage on Main Street, and useable outdoor space for retail.



Section Key Plan

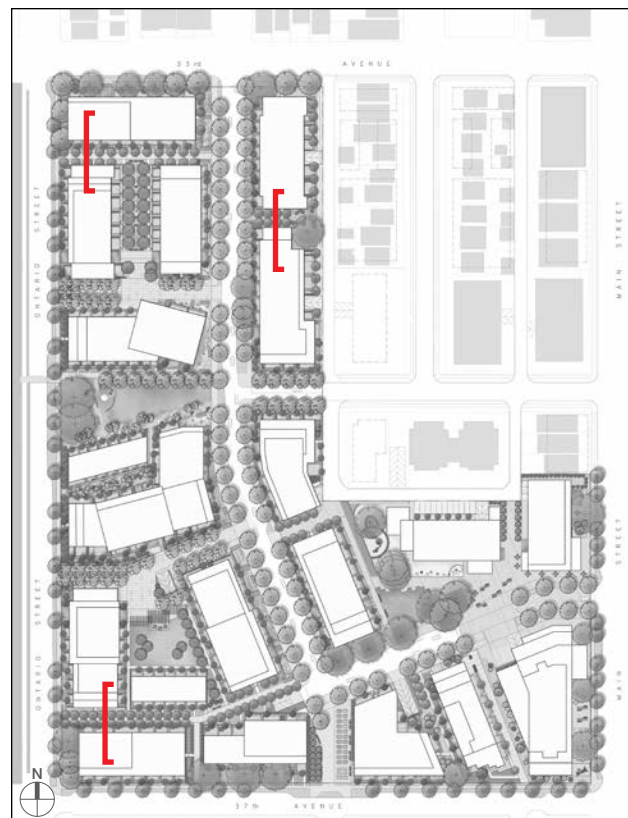
Figure 3-25: Main Street Cross Section



### 3.5.5 Mews

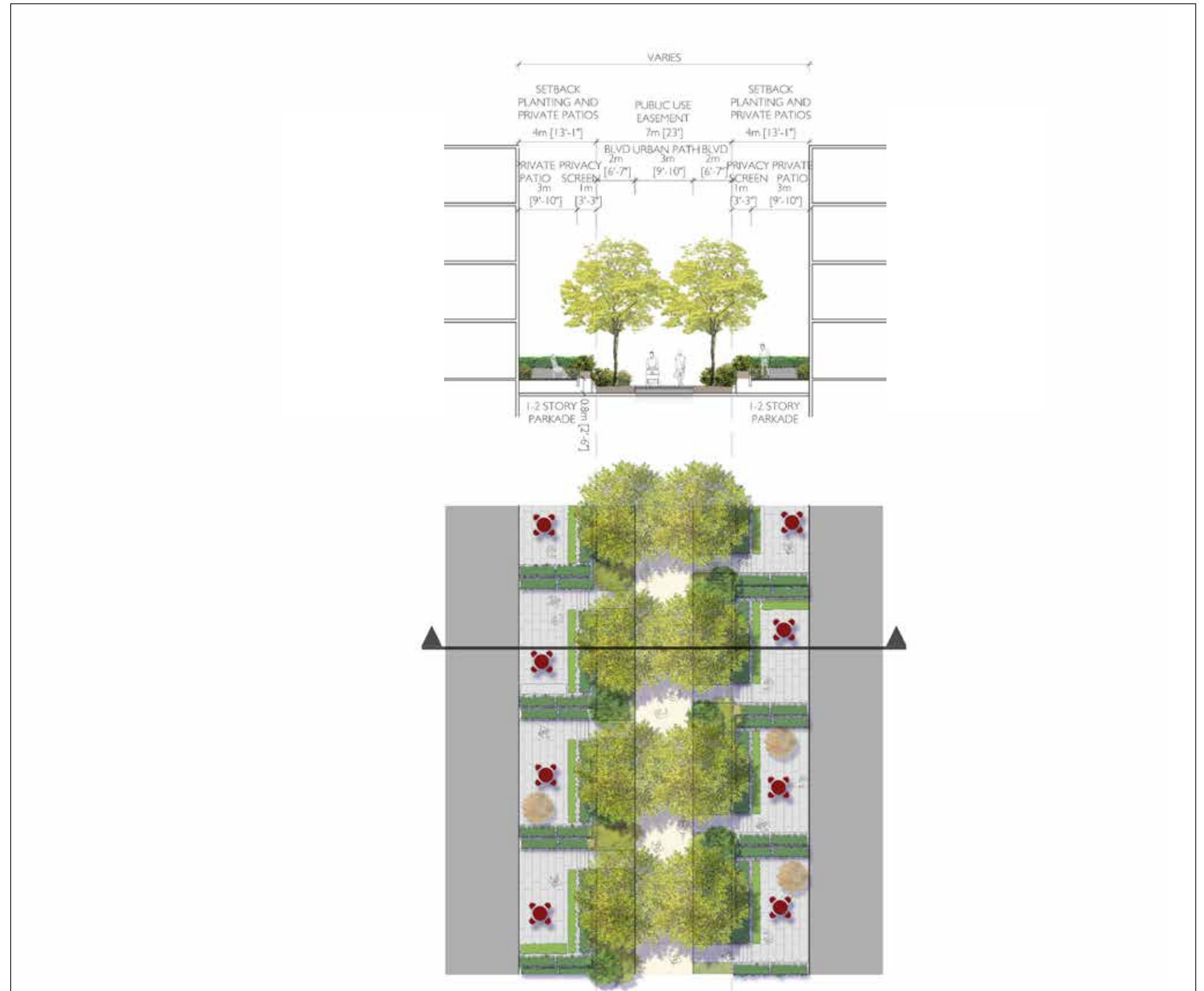
Three east-west mews (public easements) are located through the site to increase permeability and to provide connections to the surrounding community. These corridors have public use easements and support both pedestrian and cycling movements. Residences fronting the mews are elevated to provide adequate separation and privacy. The mews rights-of-way vary in size; each accommodates a minimum 3-metre wide urban trail for comfortable pedestrian and cyclist movements. Plantings help to define the corridors while also providing buffers between the public and private realms.

Several other pedestrian walkways are provided through the site with varying cross sections and building frontages.



Section Key Plan

Figure 3-26: Mews Cross Section



### 3.5.6 Quebec Street Extension

The Quebec Street Extension is both a movement corridor and a public amenity. Designed as a 20.1 m (66') right-of-way, the extension supports a pedestrian and cyclist connection to the 37th Avenue Greenway within a 6-metre wide corridor. This corridor reads as a pedestrian corridor while also providing access for emergency and service vehicles. Adjacent to the movement corridor is a linear public space accommodating community gardens, and potential opportunities for a demonstration orchard and demonstration composting facility for waste generated from the gardens.



Section Key Plan

Figure 3-27: Quebec Street Extension Cross Section

