

# A.8

## MOTION

8. Approval of Draft Design Guidelines - 1551 Quebec Street, 1600 Ontario Street and 95/99 East 1st Avenue (Southeast False Creek Areas 3A and 3B)

MOVER: Councillor

SECONDER: Councillor

THAT the document entitled “CD-1 Rezoning: 1551 Quebec Street, 1600 Ontario Street, and 95/99 East 1st Avenue (Southeast False Creek Areas 3A and 3B) Draft Design Guidelines” be approved by Council for use by applicants and staff for development applications in CD-1 (612) for 1551 Quebec Street, 1600 Ontario Street and 95/99 East 1st Avenue (Southeast False Creek Areas 3A and 3B).

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1551 Quebec Street, 1600 Ontario Street, and 95 East 1st Avenue  
(Southeast False Creek Areas 3A and 3B)

Draft Design Guidelines

1 Application and Intent

1.1 Application

These guidelines should be used in conjunction with the Southeast False Creek Areas 3A & 3B (CD-1 (612)) bylaw and the Southeast False Creek Public Realm Plan to guide development of the area. As well as assisting the development permit applicant, the guidelines will be used by City staff in evaluating proposed developments. The guidelines will assist the design of individual developments to ensure compatibility with the overall urban design concept and principles for the area within the larger context of Southeast False Creek.

1.2 Intent

The intent of these guidelines is to assist the applicant in meeting the following goals and objectives:

- (a) Assist in the creation of a mixed-use district that supports residential and recreational park uses.
- (b) Integrate existing and future greenways, parks, public spaces, and walking and cycling connections.
- (c) Achieve overall development which demonstrates urban design and architectural excellence.
- (d) Provide direction in the overall design of public spaces including East Park, Railspur Mews and Artefact Plaza.

1.3 Site Description

The site is located on the northeast corner of Quebec Street and East 1st Avenue in SEFC, bordered by the seawall walkway to the north and Ontario Street to the west. The site is presently a vacant paved lot used as a temporary parking facility. The site is in close proximity to all three Skytrain lines, and adjacent to Science World, the SEFC Community Centre and The Village on False Creek. These Areas 3A and 3B lands represent the remaining vacant lands between The Village and the active development underway on the east side of Quebec Street.

Total site area for these Areas 3A and 3B lands is 25,943 m<sup>2</sup> (279,253 sf).

2 Urban Design Principles

The plan for the neighbourhood contains several unique features that will play a major role in helping to define and individualize this emerging area. These features will also serve to reinforce an important sense of community interaction and provide a tangible connection to both the surrounding natural and urban environments.

## 2.1 Site Planning and Buildings

- a) Create a strong sense of place and identity by reflecting the industrial history through architecture, site planning, design and public realm features.
- b) Create an enhanced public realm interface with the existing and proposed streets and lanes through buildings that actively address and engage the street frontage.
- c) Provide a high degree of access to the public outdoor amenities.
- d) Provide a large variety of public spaces in size and character.
- e) Establish site grades in the context of current defined flood plain levels.
- f) Work within the height limits and preserving view cones.

## 2.2 Open Space

- (a) Provide the following public spaces:
  - i) Provide approximately 0.18 hectares of park from Area 3B as required in the SEFC ODP.
  - ii) Provide a portion of 10.28 hectares of park for Areas 1A, 2A and 3A (as required in the SEFC ODP) in the form of “East Park”.
  - iii) Provide a pedestrian-only mews running east-west between subareas 1 and 2.
  - iv) Provide a pedestrian-only pathway running east-west between subareas 3 and 4.
  - v) Provide a new vehicular- and pedestrian-serving street located between subareas 2 and 5, running east-west.
  - vi) Provide a new vehicular- and pedestrian-serving lane running north-south between subareas 1&2 and 3&4.
  - vii) Provide a public plaza directly located due north of the west end of Railspur Mews, which will also address a pedestrian desire line by aligning with the east-west pedestrian lane identified in 2.2(a)iv).
  - viii) Provide a public plaza directly located south of Building 1, at the south east corner, oriented in an east-west direction to maximize afternoon sun access. Further, to provide supplementary public space oriented in a north-south direction along Quebec Street as an interim state until the future implementation of a streetcar line.
- b) Provide strong visual links to the public and semi-public open spaces from adjacent streets to invite the community in.
- c) Create a unique sense of place in the surrounding public realm elements that support opportunities for social engagement and public art.
- d) All open spaces should foster social interaction and become neighbourhood meeting places.

## 2.3 Movement and Circulation

- a) Integrate the development with the city by extending the street grid into the site to create physical and visual connections with the adjacent areas. Create rational normalized intersections wherever possible.
- b) Provide safe, comfortable and convenient walking and cycling connections accessible to all users, between the seawall, the future Central Valley Greenway, the future bike lane on Quebec Street, and the existing bike lane along Ontario Street.
- c) Design streets to prioritize walking and cycling over motor vehicles.
- d) Minimize slopes on the site to provide comfort for people walking, cycling or using mobility aids.
- e) Design all roads, pathways and public spaces to be fully accessible.

- f) Design the west side of Quebec Street to allow safe access and egress to the site for all road users and prioritize pedestrians and cyclists while respecting the street's role as a secondary traffic and goods movement corridor.
- g) Locate vehicular access and servicing points for all development sites to minimize conflicts and provide a safe environment for all road users.

## 2.4 Sustainability

- a) Reinforce the proposed concepts which meet the requirements of the Rezoning Policy for Sustainable Large Developments.
- b) Enforce the requirement for sustainable green energy through the integration of all new buildings with the SEFC Neighbourhood energy Utility.
- c) Reinforce the requirement for LEED Gold Certification for each building.

## 3.0 Site Considerations

### 3.1 Site Planning and Buildings

The location of streets, open spaces, development parcels and buildings should generally be as described in the illustrative plan shown in Figure 1. Buildings are to be organized to define streets, lanes and mews to form a vertical and horizontal built-form edge.



Figure 1

### 3.2 Setbacks

- a) Provide a 3.05-m (10 ft.) setback along Quebec Street, from the new property line after road dedication, for front patios and balconies and to provide added distance from the Quebec street traffic noise.
- b) Provide a minimum 3.05-m (10 ft.) setback along 1st Avenue, from the new property line after road dedication, for sidewalk widening.
- c) Provide a minimum 2.5-m (8 ft.) setback from the curved western property line, for front patios and landscaping located on private property to enhance the public realm.
- d) Provide a minimum 2.5-m (8 ft.) setback from the west and north property lines of Parcel 5, for soft landscaping treatments, projecting balconies and outdoor patios.
- e) Provide a minimum 2.0-m (6.5 ft.) setback from the south property line of Parcel 5, off Switchmen street, for landscaping and front entrance patios.
- f) Provide a minimum 1.0-m (3.3 ft.) setback from the property lines off the new laneway running north-south, for buildings 1, 3 and 4.
- g) Provide a 1.5-m (4.9 ft.) from the property lines off the east-west pedestrian laneway located between Parcels 3 and 4.

### 3.3 Site Grades

Site Grades will be determined by Engineering during the Development Permit application process for the individual sites. Due to floodproofing requirements which anticipate a ground floor elevation of 4.5m GVRD datum (or higher) for the ground storeys, design strategies to mitigate dramatic grade changes between the ground floor and the adjacent public sidewalk may be required. These may include stepped landscaped terraces, short stair runs with intermittent landings and other outdoor landscaping elements.

## 4.0 Vehicular Access, Off-Street Parking and Loading Areas

### 4.1 Parking Facilities

- a) All off-street parking should be located on the site it serves, unless otherwise approved by the Director of Planning in consultation with the General Manager of Engineering. Some interim surface parking may be permitted, subject to landscaped setbacks and acceptable access points as determined by the Director of Planning in consultation with the General Manager of Engineering.
- b) Vehicular Access to underground parking are limited to the following:
  - i) Serving Building 5: Located off the north side of Switchmen street.
  - ii) Serving Buildings 2, 3 and 4: Located off the east side of the north-south service lane.
  - iii) Serving Building 1: Located off the east side of the north-south service lane.
- c) All Vehicular access ramps to underground parking are to be physically integrated with a building, preferably within the general floorplate of the ground floor, with a roof cover and design as an architectural feature rather than a service entrance.

### 4.2 Loading Areas

- a) For Building 5, the loading area should be located internally within the building, accessed from Switchmen Street. Due to the lack of service lane access to this site, using a parking lane on Switchmen street as an exterior loading zone is strongly discouraged.

- b) For Buildings 1, 2, 3 and 4, one exterior loading space for each building may be considered, to be located at grade off the north-south laneway, at a location that is proximate and conveniently accessible to the main elevator core of the building.

## 5 Architectural Characteristics

### 5.1 Building Height and Views

- (a) Building height limits are described in the By-law. Height limits vary across the site. Building heights will be measured from the applicable ground floor elevation required by City-issued Floor-Proofing policies applicable at the time of Development Permit Application.

### 5.2 Massing and Form

- (a) General massing parameters for specific buildings:

Building 1: A tower floorplate oriented east-west along 1st Avenue accompanied by a north-south podium located against Quebec Street.

Building 2: A point-tower floorplate oriented slightly east-west located at the north of parcel 2, with a north-south oriented podium facing Quebec Street.

Building 3 and 4: A north-south oriented slab building facing East Park.

Building 5: A point-tower located at the north end of parcel 5, with a north-south oriented podium facing Quebec Street. Further, an east-west set of rowhouses to be facing Switchmen Street.

- b) Long, continuous building forms should be avoided. Express the individual functional to create identity, rhythm and variety and a reduction of apparent bulk and visual scale.
- c) Shallow articulation of surface elements and materials is generally ineffective in achieving adequate variation in the massing and bolder manipulations of the form should prevail.
- d) Generic building designs that exhibit little façade interest or transparency should be avoided.

### 5.3 Building Entrances

- a) Street level homes are to have exterior street entries.
- b) Main entries should be located for activity consideration and be clearly identifiable, visible, transparent and accessible from the public realm.
- c) For buildings 2 and 5, the main entrance is to be located off Quebec Street. For buildings 3 and 4, the main entrance to be located off the north-south lane. For building 1, the main entrance is to be located off Artefact Plaza.
- d) Social nodes are to be developed along paths between significant public realm features and main entrances to buildings. Pedestrian interest and comfort should be provided at entrances through specifically designed seating, signage, lighting and features that signal the building's use.
- e) Useable semi-private spaces should be located as direct edges to public spaces to demarcate an amenable transition from public to private property.

- f) Building entrances need to take into account and be attendant to existing and finished design grades related to the overall site plan.

#### 5.4 Articulation

- a) Architectural design should be expressive of the building structure of and environmental design considerations. Functional elements, such as stairwells, elevator and mechanical cores, and entrances, should be used to break up the horizontal scale of the building form.
- b) Building materials should be carefully chosen to break up the horizontal scale and accent edges for pedestrian interest.
- c) Glazing with high clarity should be used to encourage visual connections between inside and out. The use of highly reflective glazing is discouraged.
- d) Design elements which contribute to energy efficiency and animated facades are encouraged.

#### 5.5 Weather Protection

- a) Main building entries should provide generous weather protection that is designed to be an integral feature of the building's architectural character.
- b) Canopies and awnings should be built of durable materials, and consideration given to lightness and translucency.

#### 5.6 Materials

- a) A consistent palette of materials should be used throughout the site, with the possible exception of building 5, which should emulate a distinctive and unique choice of cladding materials.
- b) In general, all exterior finishing materials and details appropriate to local climatic conditions may be utilized, provided they contribute to:
  - (i) a high-quality image that portrays a sense of permanence; and
  - (ii) to the long-term durability of the exterior system, such that its initial integrity, quality, and visual appearance will be retained over the lifespan of the building.
- c) Materials and treatments at grade level, particularly for buildings fronting public spaces, should provide visual interest and enhance the pedestrian scale.

#### 5.7 Roofs and Mechanical Penthouses

- a) Roofs should be designed to be attractive as seen from above as well as from ground level. Large, monotonous expanses of roof should be avoided.
- b) Vents, mechanical rooms and equipment, elevator penthouses, and other rooftop devices should be integrated into the roof architectural treatment or should be grouped and screened with materials and finishes compatible with the building.
- c) Glassy capping penthouse lantern elements are encouraged in keeping with the area guidelines.

## 5.8 Dwelling Unit Design

- a) The size and proportions of balconies and terraces are to support outdoor uses and furniture groupings.
- b) Terraces are to be open but must also provide a sense of security.

## 5.9 Neighbourhood Architectural Character

The general zoning for the area of SEFC has led to the development of a lower, more blocky massing than areas on the north side of False Creek. For the area of Quebec and 1st, this continues with the following features to be encouraged:

- a) Buildings are to be clean and contemporary in form and expression.
- b) Industrial loft character on Quebec Street could reflect the area's railyard past.
- c) Opportunities to reference the railyard precinct are to be explored.
- d) Building massings are to be of interlocking components, not monolithic "superblocks". A playful random patterning of certain special elements is favoured.
- e) Stairs, elevators and corridors are to have access to daylight where possible.
- f) Highly finished "industrial style" components are encouraged, making reference to the "railyard precinct" and including weather protected timber and wood components.
- g) Oversized outdoor living spaces in the form of balconies and terraces are encouraged.
- h) Passive solar shading devices are encouraged where they can be proven to be effective.

### 5.9.1 Park Buildings 3 & 4

The buildings fronting East Park are somewhat unique in their general form as they hug the east side of the park. The general objectives for the character are:

- a) General form should reflect the sweeping "Arc in the Park" curvature to the west.
- b) Penthouse elements should remain glassy and step down to False Creek.
- c) Reference should be made to the companion buildings to the west across the park in terms of the variety of scale and character elements.
- d) Nautical references and metaphorical allusions are encouraged.

### 5.9.2 Quebec Street Buildings 1 & 2

The general massing along Quebec Street steps up towards City Gate to the north. Character references for this area include the following:

- a) A general simple "loft-like" character is encouraged, referencing the historically industrial past of the area.
- b) Upper one to two storey capping elements should step back and be of a light expression.
- c) Simple forms may be offset with more playful random contrasting elements.
- d) Brick and concrete, steel and glass, with selective wood elements form the material basis.



### 5.9.3 Landmark Building 5

Building 5, being of significant greater height and in a prominent location, is identified as requiring significant architectural quality to serve as a “landmark” building in the neighbourhood that stands out from other “background” buildings within the neighbourhood. The following design criteria are to guide the overall design of Building 5:

- a) Far distance view: When viewed from a far distance (such as from Northeast False Creek, False creek flats or from various points along the False Creek seawall), building 5 should exhibit a strong, cohesive silhouette. As such, a clear visual distinction between the top, middle portion and base should be legible at a distance, while composed together to achieve an overall well-balanced and graceful composition. For the top element, a strong and clear capping gesture is therefore very important.
- b) Middle distance view: When viewed from a closer vantage point, the major building forms as seen from the far distant view should remain clear and legible. Further, the major forms should be further articulated with a secondary layer of large-scale detailing that adds to the overall perception of the major building forms. A visual richness, that would not be viewable from a far distance, should add to, and not detract from, the overall understanding of the major forms with the use of elements such as secondary building forms, fenestration, material composition, transitional edges between the major forms, and a secondary layer of decorative articulation to the major forms. Materials should be of the highest order for this building, with metal cladding and brick high on the list of priorities.
- c) Proximate distance view: When viewed from a proximate distance (ie. From 30 ft.), the exterior cladding materials and their detailing becomes of greatest consideration. Architectural detailing at this scale should add a third layer of visual interest through expressive connections, fastenings, material transitions and appropriate visual texture.

### 5.10 Public Realm Interface

The buildings' interface with the public realm is important to consider. The following relationships are to be addressed:

- a) Semi-private courtyards should be accessible to the public and be featured and visible to the overall public realm.
- b) A one to three storey streetscale base expression is important for all buildings.
- c) Semi-private outdoor rooftop terraces should be designed for usability and beauty.
- d) Sustainability gestures should be expressed.
- e) Entries should be weather-protected and prominent.
- f) Railway industrial references should be developed for the public realm.
- g) Suite entries along streets and parks provide security and animation as well as "eyes on the street".

## 6.0 Streetscapes and Open Spaces

### 6.1 Structural Overview

A hierarchy should be established for the open space system from the public-owned and freely accessed spaces such as the street rights-of-way, to semi-public building courtyards, to semi-private roof gardens and private balconies. Open space is an important element which will be one of the principal amenities sought by residents and the surrounding neighbourhoods. Some general guidelines for open space planning include:

- a) The landscape should be used as a unifying element for the area with a consistent system of materials and detailing used throughout.
- b) Open space intended for public use should be clearly identified and designed as such. It should have sufficient openness to be inviting and safe for the public.
- c) Greenways provide important walking and cycling connections to and from the site.

## 6.2 Streetscape Design

The streets should be designed and built in accordance with Engineering Services standards and requirements. Standard materials should be used on all City streets, however accent features may be accepted where appropriate. There are several types of streetscape treatments, as follows:

- a) Switchmen Street
  - Patios at the buildings open onto Switchmen.
  - Stairs and gates provide separation to the patios.
  - Street trees and generous planted boulevards line Switchmen.
- b) East-West pedestrian lane between Buildings 3 & 4
  - Large amenity patios open onto, but not in, the 20-foot wide public walkway.
  - The tree-lined walkway connects the Lane to East Park.
  - The amenity patios and walkway are level with each other, giving an open, plaza feel to the space.
  - A continuous line of shade trees and blocks of planting provide definition to the walkway.
- c) North-South lane
  - Patios and ornamental planting open onto the Lane.
  - Overhead catenary lighting enlivens the Lane at night, and leads pedestrians to the connecting catenary lighting along Railspur Mews.
  - Street trees line the Lane in generous planting beds, with smaller ornamental shade trees at the patios.
- d) Railspur Mews
  - Patios open onto Railspur Mews.
  - Ornamental shrub planting, and street trees line the Mews.
  - Rail tracks are countersunk and sit flush with the sidewalk, with lawn in between.
  - Overhead catenary lighting enlivens the space at night.
- e) Buildings 1, 2 and 5 and Quebec Street
  - Large patios open onto the street.
  - Stairs and gates provide separation for the patios.
  - Wide front and back boulevards include planting and ornamental shade trees at the patios, and lawn boulevard and street trees at the bike lane on Quebec Street.
  - 2.7m dedication requirement along Quebec Street is accommodated in the plan.
- f) Buildings 1 and 3 and East 1st Avenue
  - Large patios including an amenity patio open onto the street.
  - Stairs and gates provide separation for the patios.
  - Street trees line 1st Avenue.

- SEFC Public Realm treatment along First Avenue.
  - 5m dedication on 1st Avenue is accommodated in the plan.
- g) East Park and Buildings 3 and 4
- Large patios overlook East Park, and open onto the tree-lined walkway connecting 1st Avenue to the Seawall.
  - The patio is slightly higher than the park, providing “eyes on the street”.
  - A broad swathe of ornamental shrub planting creates separation at the interface between the patio and the park.
  - The large open lawn dotted with shade trees for informal play, a children’s play area, grassy knoll with informal seating, and an orchard are key park program elements.
- h) Building 5 and Courtyard
- The quieter Contemplative Courtyard opens onto East Park.
  - Large patios from Building 5 open onto the courtyard.
  - Gates provide separation for the patios.
  - Ornamental planting and trees in the shaded part of the courtyard create a quiet seating space.
  - The open lawn is on the sunny side of the courtyard and is bordered by walkways and a seatwall.
  - The trellis area and wood decking overhangs a storm water retention pond.
  - Water spigots at the pond create gentle sounds of moving water, which can be heard from within the courtyard.
- i) Building 2 and Courtyard
- Large patios open onto the central courtyard.
  - Building 2 encloses the courtyard on one side, with Railspur Mews and the Lane intersecting at the opposite corner.
  - A trellis area with seating opens onto the large open lawn, which gently slopes down to the stormwater retention pond.
  - Wood decking furnished with picnic tables, a trellis area, large ornamental shade trees, and planting overlook the pond, and create a central public gathering area.
  - Water spigots at the edge of the pond provide gentle sounds of moving water, which can be heard in the public gathering space.

### 6.3 Open Public Space

The landscape has been designed to maximize outdoor opportunities, pursue sustainability initiatives and reference the history of the site. The character of the open spaces references historic patterns on the site including the natural 1889 and industrial 1913 shorelines. A further overlay of the railyard precinct is expressed in the materiality and site patterning with features such as the remnant rail spur between Buildings 1 and 2.

Public and semi-public open spaces for residents are found at both the ground plane. Two semi-public courtyards, one at Building 2 and one at Building 5 provide further opportunity for residents and other members of the public to get outside and meet their neighbours.

At the south end of the Building 2 courtyard, adjacent the Railspur Mews, there is a public plaza (Railspur Plaza). This gathering area is floored with a wood deck, and contains picnic tables and benches that outlook to the courtyard. The storm detention pond provides a welcome visual connection, while restricting physical access for the public.

a) East Park

To the west of the development site is an approximate 1.1ha public park. The park is bound by 1st Avenue to the south, Ontario Street bikeway/walkway to the west, and an extension of the Seawall to the north. A series of east-west walkways through the park provide connectivity from the Village on False Creek through the neighbourhood to Quebec Street.

The preliminary park program consists of a plaza at the bend in the Seawall, a large viewing berm overlooking the Seawall at the north, a children's play area, a large open lawn for informal play, an orchard, significant large shade trees and an arced pathway on the eastern edge framing the development site. The City of Vancouver Parks Board will consult the public to understand the needs of this emerging community and further refine the program.

b) Seawall

An expanded Seawall fronting the north side of the properties provides an incomparable waterfront experience for residents and public alike. Representing one of the final links to the City's impressive Seawall system, the connecting Seawall will offer expansive water and mountain views to the north, and a tree-lined park to the south.

A strong landmark tower form creates a visual feature from False Creek and the pathway to the north. A walk-through sculpture identifies a new plaza.

Children's play areas and viewing knolls form the key water and community centre oriented northern park spaces. The pathway runs past these amenities.

A separated bike and pedestrian pathway system continues the connection to Science World, the Central Valley Greenway and beyond.

c) Railspur Mews and Railspur Plaza

Connecting Quebec Street with the central laneway and further west to the park by way of a tranquil plaza and midblock pathway, Railspur Mews is a direct reference to an historic curving railspur. This is intended to be a public right of way and midblock connector through to Walter Hardwick Way.

A water feature serves to separate the semi-public courtyard of the central building from the Railspur mews and Railspur Plaza.

Railspur Plaza is to be furnished with wood decking and picnic tables and is shaded with trees. This plaza should be approximately minimum 1300 s.f. in useable outdoor floor space, excluding major soft landscaping elements and water features. It should also be shaped and aligned to address the pedestrian desire-line between the west end of Railspur Mews and the east-west pedestrian only walkway delineated above in 6.2 (b). To ensure that the public will have ongoing access to this plaza, a Statutory Right-of-Way agreement should be required as a condition for the Development Permit Application for Building 2.

d) Semi Public Courtyards - Buildings 2 and 5

Two large ground floor semi-public courtyards at Buildings 2 and 5 should be visually welcoming. These courtyards should be publicly accessible.

The Building 2 courtyard has been designed with a visual connection to Railspur Mews and a public open space to the south “Railspur Plaza”. A trellis area with seating at the north end borders a lawn that slopes down to a stormwater pond. A sculptural glass stair may be located within the semi-private courtyard to provide pedestrian access for residents to the entries along the Laneway, but should not be located in Railspur plaza, the space for which should be maximized for public gathering.

The Building 5 courtyard has been designed as a contemplative space. A trellised wood deck hangs over a stormwater retention pond. A lawn on the south side of the courtyard is bordered by walkways and a seatwall. The layout of the courtyard takes advantage of sun angles, placing the pond in the shade and the lawn in the sun.

e) Artefact Plaza

- East-West in overall shape in order to maximize access to afternoon sun.
- Minimum size to be 1200 s.f., with a minimum dimension of 10 ft. between the south building face and the south property line.

A special opportunity exists for a public plaza recognizing the importance of the railway in this historic precinct. The intersection of Quebec Street and 1st Avenue has a great southern exposure and lends itself well to a public use in particular with respect to a food and beverage use (such as a food truck) with an artifact component.

Individual entrances to units are intended to flank Quebec Street creating an “eyes on the street” base to the building and streetscape similar to the east side of Quebec.

The main entrance to the city affordable rental building shares this corner and will provide activity and a general dynamic to the street interface.

A new surface rail system is planned for 1st Ave and Quebec Street linking False Creek with downtown and the Canada Line and Skytrain in the future.

The possibility exists to repurpose one of the old Interurban rail cars as a food and beverage outlet at this location. Other artifacts and uses could of course be used to draw attention to this important intersection.

Raised terraces respond to an increase in Sea Level Rise construction levels and provide secure semi-private outdoor spaces for the tenants. A City owned affordable rental building occupies the corner of 1st Avenue and Quebec Street.

Raised terraces provide secure, semi-private outdoor play areas for two small daycare units along 1st Avenue. Access to the park and adventure playground is direct.

f) North-South Laneway

This feature forms an important focus for the new community and provides an intimate connectivity for the residents between parking, buildings and outdoor amenities. The laneway allows vehicle access to the underground parkade and for deliveries. Not exclusively a walkway, but also not an alley, the laneway sets an urban tone, introducing a secure "street" presence, but also functioning to discourage random traffic. This lane is intended to be a public Right-of-Way.

The narrow urban laneway connects buildings and beautiful semi-private gardens to be physically shared by the residents and visually enjoyed by the public.

A 2-storey townhome entry "plinthe" adds detail, enhances security and brings a human scale to this important character street.

The laneway resembles Walter Hardwick Way in the Village in its scale and detail. Flush curbs drain water and open bollards separate the pedestrian from the more vehicular access routes.

6.4 Private and Semi-Private Open Spaces

- a) Provide clear distinctions between public and private open spaces through the use of defined access points and edges, circulation systems, grade changes and the use of plant material, architectural elements and fencing.
- b) Provide a high degree of visual, but not necessarily physical, access into private landscaped spaces (yards and courtyards) through the use of openings in the building form, iron picket fencing, overlooks, etc.

6.5 Landscape Materials and Lighting

Public realm landscaping and lighting treatments are to conform to the Southeast False Creek Private Lands Public Realm Enrichment Guide and the Southeast False Creek Public Realm Plan.