



POLICY REPORT  
DEVELOPMENT AND BUILDING

Report Date: January 19, 2018  
Contact: Jerry Dobrovlny/  
Gil Kelley  
Contact No.: 604.873.7331  
604.873.7456  
RTS No.: 12093  
VanRIMS No.: 08-2000-20  
Meeting Date: January 31, 2018

TO: Standing Committee on City Finance and Services

FROM: General Manager of Engineering Services and General Manager of  
Planning, Urban Design and Sustainability

SUBJECT: Northeast False Creek Plan ("NEFC Plan") and Viaducts Replacement  
Project

**RECOMMENDATION**

- A. THAT Council approve the Northeast False Creek Plan and associated Public Benefits Strategy, as presented in Appendix A, as a guiding policy framework for the development of a vibrant, inclusive and sustainable, residential and commercial waterfront district with a new destination waterfront park.
- B. THAT Council direct staff to seek to permanently secure long-term sustainable affordability, of all future social and affordable housing units in Northeast False Creek and the False Creek North Official Development Plan areas as part of implementation of the *Housing Vancouver Strategy*, including consideration of rezoning existing, vacant affordable housing sites to maximize their potential delivery of new affordable housing units.
- C. THAT Council amend the *General Policy for Higher Buildings*, generally as presented in Appendix B, to allow for the consideration of three higher buildings at the new Georgia Street and Pacific Boulevard intersection to create a "Georgia Gateway" that celebrates this provincially-significant special events district and waterfront destination with an exceptional architectural presence in the skyline.
- D. THAT Council supports the scope and estimated costs required to deliver the "Viaducts Replacement Project", as presented in Appendix D, to enable development of the future Northeast False Creek neighbourhood subject to:
  - (i) Completion of the work and reporting back to Council as referenced above in Recommendation B, all to the satisfaction of Council;

- (ii) Conclusion of all agreements and other arrangements and reporting back to Council, which are required for the replacement street network, land exchanges and transfers, parcel re-configurations, including the reconfiguration of the proposed Creekside Park Extension, and adjustments to the legal boundaries of Andy Livingstone Park, all to the satisfaction of Council;
  - (iii) Passage of all amendments to City of Vancouver by-laws which are required to facilitate those works in the Northeast False Creek Conceptual Plan as contemplated by the foregoing resolutions and to be approved by Council; and
  - (iv) A viable implementation and financial strategy (including procurement) to be reported back to Council.
- E. THAT Council direct staff to continue to work with the Vancouver Park Board on the design of the Northeast False Creek parks and open spaces in accordance with the NEFC Plan, and report back to the Vancouver Park Board and City Council within 6 months, subject to engagement with the Musqueam, Squamish and Tsleil-Waututh Nations, Urban Indigenous Peoples, Chinatown and other local resident interests.
- F. THAT the passage of recommendations B through D and consideration of matters set out in this report will not fetter Council's discretion in considering any future rezoning applications or By-law amendments, including amendments to the False Creek North Official Development Plan, nor fetter the discretion of other City officials in discharging their duties nor will passage of the above resolutions create any legal rights for any person or obligation on the part of the City and any expenditure of funds or incurring of costs is at the sole risk of the person making the expenditure or incurring the cost.

## ***REPORT SUMMARY***

In 2015 Council approved in-principle the replacement of the Georgia and Dunsmuir viaducts with a surface street network, and directed staff to create a new Area Plan for Northeast False Creek. Just as the viaducts provided a viable yet controversial solution to a transportation connection in the past, their replacement represents a generational opportunity to create an inclusive, vibrant and resilient community that celebrates Vancouver's contemporary values of progressive city-building.

This report represents another bold step forward by recommending that Council approve a comprehensive plan for Northeast False Creek (NEFC) that responds to Council's previous direction, and that will guide the twenty year build-out of the neighbourhood without the viaducts, including opportunities for:

- Approximately \$1.7 billion contribution towards public amenities and critical infrastructure;
- 10,000 - 12,000 new residents in an area extremely well-served by sustainable transportation choices;
- 6,000 - 8,000 new jobs;

- 1,800 new social housing units (for approximately 3,250 residents),
- Partnerships with senior levels of government and non-profit organizations to improve housing affordability and access to jobs;
- Reconciliation and cultural redress;
- An improved and more resilient transportation network not only for the area but also as a post-disaster route between Downtown and the new St Paul's Hospital; and
- Approximately 32 acres of new and renewed parks and open spaces, including more than one kilometre of new waterfront seawall designed for recreation and also resilience against sea level rise for a vulnerable portion of the Downtown.

The NEFC Plan was developed in close collaboration with Council-appointed advisory bodies, business interests, special events and tourism interests, residents of adjacent communities and historic areas, relevant Government interests, and landowners. In addition, the NEFC Plan evolved through close planning with the communities that suffered the most injustice from the construction of the viaducts including Chinatown and Strathcona, as well as the contemporary Black Community and the descendants of those who resided in the displaced Black neighbourhood formerly known as Hogan's Alley. In all, over 17,500 participants helped to shape the NEFC Plan through a comprehensive and innovative community consultation of more than 90 events over the past 18 months.

Given the unique circumstances in Northeast False Creek of creating a plan that is dependent on a substantial infrastructure replacement project for all of Vancouver, the report summarizes some critical technical work that City staff and consultants completed to ensure that the plan can be implemented following Council approval. On the transportation and infrastructure side, there are now detailed designs (90% construction ready) for removal of the Georgia and Dunsmuir viaducts, approximately eight kilometres of street with associated bicycle lanes and accessible sidewalks, improvements to approximately 40 new and existing intersections, and plans for the relocation and upgrade for approximately 16 City and third-party utilities. In terms of parks and open space, Park Board and City staff have been working with our international consultants and the community on the conceptual design for the largest and potentially the most impressive addition of parks and open space in the downtown in decades, and the report updates Council on the emerging design including a recommendation to continue collaboration with important interests into early 2018.

Northeast False Creek today is a complex pattern of lands that are owned by the Province and its Crown Corporation (PavCo), various private landowners (Concord Pacific and Canadian Metropolitan Properties), the City of Vancouver, and countless property owners and renters in existing buildings. The report outlines how the NEFC Plan seeks to balance all of these interests as a result of collaboration and exploration over the past 18 months, and sets a framework for each of the landowners to proceed with their respective rezoning applications for Council consideration in the coming year or when the applications are ready to proceed. The NEFC Plan brings coherency and logical implementation to each of the landowners' development aspirations, with the objective of delivering and funding the public amenities, including the removal of the viaducts and the construction of a new street network (the "Viaducts Replacement Project") through development and strategic partnerships, rather than taxpayer funding. As per Council direction in 2015, it is anticipated that the project remains self-funding through ongoing negotiations with landowners and partners.

This report recommends that Council adopt a comprehensive and visionary future for Northeast False Creek, while also taking a cautious and fiscally responsible approach to replacing the aging viaducts with resilient and improved infrastructure to support not only the

new neighbourhood, but the residents and economy of Vancouver for decades to come. More specifically, the report recommends that Council:

- Adopt the NEFC Plan and associated Public Benefits Strategy;
- Proceed with the necessary By-law and policy changes to begin implementation of the NEFC Plan;
- Support the overall scope and estimated cost of the "Viaducts Replacement Project" subject to a viable implementation and financial strategy;
- Direct staff to complete the design of the NEFC parks and open spaces, while working closely with key interests and partners; and
- Include a housing implementation report back as part of the broader implementation strategy.

The report also provides a comprehensive summary of the public consultation results, the approach to the longer term implementation of the NEFC Plan and Viaducts Replacement Project, and an update on the emerging design for the parks and open space in the future Northeast False Creek.

#### ***COUNCIL AUTHORITY/PREVIOUS DECISIONS***

- False Creek North Official Development Plan (1990)
- General Policy for Higher Buildings (1997)
- Metropolitan Jobs and Economy Land Use Plan: Issues and Directions (2007)
- Burrard Inlet Rail Grade Separation Strategy (2008)
- Northeast False Creek: Directions for the Future: Part 1 (June 2009)
- Northeast False Creek: Directions for the Future: Part 2 (October 2009)
- Northeast False Creek: Issues Report (2011)
- Housing and Homelessness Strategy 2012-2021 (2011)
- Greenest City 2020 Action Plan (2011)
- Greater Vancouver Regional Growth Strategy (2011)
- The Vancouver Economic Action Strategy: An Economic Development Plan for the City (2011)
- Transportation 2040 (2012)
- Park Board Strategic Framework (2012)
- Culture Plan Strategic Directions (2013)
- Regional Context Statement (2013)
- Healthy City Strategy (2014)
- Urban Forestry Strategy (2014)
- Downtown Eastside Local Area Plan (2014)
- City of Reconciliation Framework (2014)
- Northeast False Creek Conceptual Plan (2015)
- Neighbourhood Fit Considerations - Helping Development and Businesses to Meet Social Impact Objectives in the Downtown Eastside (2016)
- Park Board Biodiversity Strategy (2016)
- Housing Vancouver Strategy (2017)
- New St. Paul's Hospital and Health Campus Policy Statement (2017)



### ***CITY MANAGER'S COMMENTS***

Approximately five years ago Council directed City Staff to begin the exploration of replacing the Georgia and Dunsmuir Viaducts with a surface street system due to their age and seismic vulnerability, but also in anticipation of the future neighbourhood in Northeast False Creek. Over time Staff and many consultants conducted extensive technical evaluations of the viaducts structural integrity and the ability of a replacement street network to accommodate the required vehicle, goods and active transportation movements now and into the future. Staff evaluated the cost of retrofitting the viaducts (approximately \$90 million and would provide another 50 years of service) and replacing the structures with new viaducts (approximately \$120 million and would provide another 100 years of service). While both of these options may be feasible from a technical and transportation perspective, they fail to achieve the extensive civic objectives identified by City Council by replacing the structures with a surface street network before the neighbourhood develops, including reconnecting the heritage areas to the waterfront, achieving significantly larger parks and open spaces, and reconnecting Main Street into Chinatown with mixed-use, affordable housing where the viaduct ramps currently land. Moreover, the expenditure of retrofitting or replacing the structures would put a significant burden on tax-payer funded future Capital Plans.

The NEFC Plan and associated public benefits strategy presented in this report provides City Council with a way to not only recover the financial challenge of replacing this vulnerable infrastructure through development contributions, but also provides a compelling vision for a vibrant and inclusive neighbourhood on this last remaining piece of Downtown waterfront. Through the implementation of the NEFC Plan, Vancouver will create homes for 12,000 new residents (including social housing for approximately 3,300 people), deliver expansive new and renewed parks and open spaces, and create a highly pedestrian, social waterfront and livable neighbourhoods that will support the important special events and festival functions of our City's primary stadium and event area. Moreover, the plan creates an opportunity to advance reconciliation with First Nations and cultural redress with Chinatown and the former Black Community of Hogan's Alley. In all, the NEFC Plan is a guiding framework to enable the replacement of the viaducts in a fiscally-prudent manner while also generating close to \$1.7 billion dollars in much needed public amenities.

The City Manager recommends APPROVAL of the foregoing.

### ***REPORT***

#### ***Background/Context***

In October 2015, Council voted to move forward with creating a plan for Northeast False Creek and to advance detailed infrastructure design for the replacement of the Georgia and Dunsmuir viaducts.

Council also directed staff to undertake consultation to facilitate meaningful discussions with residents, businesses, and stakeholder groups relating to the detailed land use, street design, and park planning in NEFC.

Staff have worked to address each of Council's resolutions from the "Removal of Georgia and Dunsmuir Viaducts" report (2015) as identified in the Council Authority/Previous Decisions section of this report:

"A. THAT Council approve the removal of the Georgia and Dunsmuir Viaducts, and approve the Northeast False Creek Conceptual Plan (generally as presented in

Appendix A of the Policy Report dated October 6, 2015, entitled "Removal of the Georgia and Dunsmuir Viaducts"), to guide area planning without the viaducts for the remaining areas of the False Creek North Official Development Plan and two City blocks east of Quebec Street."

Since Council's approval of the Conceptual Plan, staff have worked collaboratively with all interests to establish a draft plan for Northeast False Creek that responds to Council's direction and advances Council's 11 Guiding Principles. The NEFC Plan is the subject of this report.

"B. THAT Council direct staff to proceed immediately on planning for the new mixed-use neighbourhood including a road network in place of the viaducts with land owners and interested citizens, generally in accordance with the Northeast False Creek Conceptual Plan and the Northeast False Creek: Directions for the Future (2009);

FURTHER THAT Council direct that removal of the viaducts will not commence until such time as staff report back within 18 months or less on the necessary amendments to the False Creek North Official Development Plan, and other associated By-laws and Policies, a revised Public Benefits Strategy and associated funding strategy;

AND FURTHER THAT staff report back within 90 days on terms of reference for an expanded, renewed East False Creek Stewardship Group, to be appointed by Council, replacing the Northeast False Creek Joint Working Group, to provide advice and input during subsequent planning phases of the project, in addition to regular engagement strategies."

The plan and detailed infrastructure design has progressed significantly since 2015. The NEFC Plan is attached as Appendix A for Council's consideration. The detailed infrastructure design and replacement street network design is currently at 90% complete, with additional detail provided in Appendix C.

The implementation of the Viaducts Replacement Project requires that agreements be reached with various NEFC landowners, the Province, and other parties. These negotiations are underway and staff intends to report back to Council with an update in mid-2018 on the progress of this work. Site rezoning applications will inform the financial and construction procurement strategies, noting that much of the future development cannot occur until these agreements are in place and associated rezonings have occurred.

The Council-appointed Stewardship Group has continued to participate in the plan process, with results of this process highlighted in the Engagement Section of this report. Additional details can also be found in the Northeast False Creek Stewardship Group Summary of Input and the Engagement Summary, Appendix H and I respectively.

"C. THAT Council direct staff to work with the Vancouver Park Board and interested citizens on planning for new waterfront parks and open space of no less than 13.75 acres as well as options for expedited delivery of the new parks and open space, generally in accordance with the Northeast False Creek Conceptual Plan and the Northeast False Creek: Directions for the Future (2009), and report back with the necessary amendments to the False Creek North Official Development Plan and other associated By-laws and Policies within 18 months or less."

Planning work for the future parks and open spaces has resulted in a potential design of a larger and more connected series of spaces throughout Northeast False Creek including approximately 32 acres of new and renewed parks and open space. City staff will continue to work with Park Board staff to include amendments to the False Creek North Official Development Plan once the park design for Andy Livingstone and Creekside Park is completed and negotiations with Concord Pacific and the Province have concluded. Refer to Appendix F for additional details related to Park Design process and timing.

Additionally, a proposed condition of approval for a new development permit for Concord Pacific's temporary sales centre located on Sub-area 9 will include a publicly accessible greenspace of at least three acres, constructed and maintained by Concord Pacific for the duration of the sales centre operation. This temporary green space is contingent on the approval of the Development Permit Application by the City's Development Permit Board. This offering by Concord Pacific could provide an interim publicly accessible greenspace pending the completion of the future Creekside Park. Discussions between Concord Pacific's design team, local residents and City/Park Board staff are underway. If approved by the Development Permit Board, staff expect the publicly accessible greenspace to be completed by mid-2018.

"D. THAT Council direct the General Manager of Real Estate and Facilities Management and Director of Legal Services to negotiate and enter into, subject to Council approval, the necessary legal agreements and take such additional actions to implement the Northeast False Creek Conceptual Plan including the replacement street network, land exchanges and transfers, contaminated soils management, parcel re-configurations, and adjustments to the legal boundaries of Andy Livingstone Park."

Staff continue to progress with due diligence and negotiation of the business terms that would be included in the necessary legal agreements needed to implement the NEFC Plan, including the replacement street network, land exchanges and transfers, contaminated soils management, parcel re-configurations, and adjustments to the legal boundaries of Andy Livingstone Park. This work is continuing concurrently with and as part of site rezoning applications for Sub-areas 10C (PavCo), 6B (Plaza of Nations), and 6C and 9 (Concord Pacific), viaduct removal, and plans for the new transportation network that impact the park boundaries and facilities. An update will be provided to Council mid-2018 as part of a report back needed for the Implementation Strategy (recommendation D of this report).

"E. THAT Council direct the Director of Planning to prepare an application to rezone the lands adjacent to BC Place in area 10C in the False Creek North Official Development Plan (FCNODP) to increase the density and height permitted for the site to accommodate residential and non-residential use, on certain conditions, including the condition that BC Pavilion Corporation ("PAVCO") will enter into all rights of way and other legal agreements necessary to accommodate the new Georgia Street ramp alignment and integration with the mixed-use building and parkade."

A site-specific rezoning application is being advanced for Sub-area 10C as a Director of Planning initiated process. The referral of this application to a public hearing, if so referred, is expected to be considered by Council in 2018. This is proposed to include the necessary amendments to the False Creek North Official Development Plan. This rezoning application will include a condition of approval that the necessary agreements needed with PavCo must be secured to obtain a right-of-way for the future Georgia Street extension. It will acknowledge existing agreements with PavCo that the primary public benefit offering from

any additional density achieved through a rezoning is toward the rehabilitation of BC Place Stadium.

"F. THAT Council advise One West Holdings Ltd. and related corporate entities ("Concord Pacific") that Council is willing to consider an application to rezone its lands in and adjacent to Sub-area 6C in the False Creek North Official Development Plan (FCNODP), to increase the density and height permitted to accommodate residential and non-residential use, on certain conditions, including the condition that the rezoning application complies with the proposed or enacted FCNODP amendments arising from the planning process, and that the rezoning results in the delivery of part or all of the new waterfront park (Creekside Park Extension) on an expedited basis."

A rezoning application for lands in and adjacent to Sub-area 6C in the False Creek North Official Development Plan is currently being reviewed by City staff and has been part of the overall NEFC Plan engagement process. Staff anticipate the rezoning application being ready for referral to public hearing and for Council's consideration mid-2018. This will include a strategy to deliver Creekside Park, maximize affordable housing opportunities, and deliver some of the public benefits outlined within the Public Benefit Strategy defined in the NEFC Plan. As this application includes City-owned lands, a separate *in-camera* report will be provided to City Council prior to the rezoning application that outlines for Council's consideration the proposed commercial terms of the land transactions.

"G. THAT Council direct staff to work with the Province on parcel re-configurations, including the reconfiguration of the proposed Creekside Park Extension, environmental remediation matters, reconfiguration of the legal boundaries of Andy Livingstone Park and such other matters which are required to implement the Northeast False Creek Conceptual Plan."

Staff continue to work with the necessary parties to negotiate the necessary agreements and park and development site boundaries and an expectation to report back to Council in 2018.

"H. THAT Council immediately approve downgrading of Prior Street to a local-serving street upon the completion of a new east/west arterial alignment to be determined through an accelerated planning process; and to direct staff to immediately pursue funding opportunities from senior governments and other partners with the objective of completing construction of the new replacement arterial as soon as possible, ideally, before or concurrently with the construction of the viaducts replacement street network.

FURTHER THAT Council direct the General Manager of Engineering Services to continue to pursue near-term improvements along Prior Street to continue to address community concerns about traffic-related safety."

Through the False Creek Flats planning initiative, several alignments for the east/west arterial connection, from Gore Avenue to Clark Drive, were explored - all presenting significant challenges for project partners. In early 2018 City staff will be undertaking a Community Panel for the False Creek Flats Arterial Overpass. The Community Panel and public engagement process will provide an opportunity for a deeper conversation that will lead to a preferred arterial alignment that reflects the input from the community that is recommended by the Panel and best meets the needs of all partners involved.

City staff have continued to work with the community along Prior Street to identify any potential near-term improvements about traffic-related safety. A number of improvements have been made and these are summarised in Appendix C.

"K. THAT Council approve a budget of up to \$21 million for the 2-year work program (2016-2017 as set out in Appendix B of the Policy Report dated October 6, 2015, entitled "Removal of the Georgia and Dunsmuir Viaducts"); sources of funding to be reported back as part of the 2016 Capital Budget;

FURTHER THAT the Director of Finance report back on the final project budget and a viable funding strategy upon completion of B through G above."

Project funding since October 2015 has been secured, resulting in the Northeast False Creek project office setup including staffing and consultancies over the past two years. Prior to the \$21 million approved by Council in October 2015, other project funding for studies and planning of approximately \$3 million was approved by Council bringing the total to about \$24 million. These costs are included in the \$360 million overall cost estimates for the viaducts removal and street network reconfiguration project. In addition to the materials in this report, staff and consultants have completed a tremendous amount of design work (currently at 90% complete) described in this report for the new streets and infrastructure required to implement the Viaducts Replacement Project.

Formulation of the financial and procurement strategies are underway. These strategies will be informed by various site rezoning applications as well as agreements to be reached with various NEFC landowners, the Province, various utility companies and other parties. These negotiations are ongoing and staff intends to report back to Council with an update in mid-2018 on the progress of this work.

"L. THAT staff consultations with Vancouver's Black community, as required in the Downtown Eastside Plan, address restorative justice issues, the need for social and cultural facilities and commemoration of the Black community that was displaced from Hogan's Alley when the viaducts were built."

Significant engagement with Vancouver's Black Community has been undertaken over the past two years, including community-based co-design of the Hogan's Alley Block. Additional details can be found in Chapter 5 of the Plan and Appendix I, Engagement Summary.

"M. THAT staff assess and monitor the impacts of the viaducts removal and development of the Northeast False Creek area on low income residents in nearby Chinatown and the Downtown Eastside and develop a plan that aims to protect low income housing, and provide more affordable social housing in the city of Vancouver and social housing particular for residents with core needs."

As part of the NEFC Plan, Chapter 8 includes potential impacts, mitigation strategies, and an ongoing monitoring program to address the positive and mitigate the challenging impacts on vulnerable populations. This important work was developed through a Social Impact Assessment completed for Northeast False Creek and included potential cumulative social impacts identified through the Downtown Eastside Local Area Plan Social Impact Assessment. The Public Benefits Strategy included within the NEFC Plan, includes funding to deliver much needed affordable housing to address the impact of the housing crisis on lower income households as well as for the ongoing monitoring and mitigation.

## *Strategic Analysis*

### 1. RECONCILIATION AND CULTURAL REDRESS

"Reconciliation is an opportunity for all Canadians to renew relationships, based on a shared understanding of our histories and our cultures and walk a path together for a shared tomorrow. To 'reconcile' is to weave a stronger and more vibrant social fabric, supported by the unique and diverse strengths of Canadians and their communities."  
- Reconciliation Canada

The NEFC Plan provides a very significant opportunity to reconnect through reconciliation, replacing the Georgia and Dunsmuir viaducts with strong cultural, social and physical linkages that can help to start the process of repairing some of the social injustice of Vancouver's past. The NEFC Plan is the first plan since City Council's adoption of the *City of Reconciliation Framework* (2014) that embraces the framework with a key chapter on "Reconciliation and Cultural Redress" (Chapter 4) as a foundation of the plan.

#### 1.1 Framework for the City of Reconciliation

The framework for the *City of Reconciliation* has three foundational components that further strengthen our services and ongoing relationships with the Musqueam, Squamish, and Tsleil-Waututh Nations, and Urban Indigenous communities:

- Cultural competency
- Strengthening relations
- Effective decision-making

Reconciliation is a foundational component of the NEFC Plan and engagement process recognizing that Northeast False Creek is:

- Located within the City of Vancouver, recognized to be situated on the unceded traditional homelands of the Musqueam, Squamish and Tsleil-Waututh Nations.
- Adjacent to the Downtown Eastside and a significant Urban Indigenous Community.

The NEFC Plan puts in place a policy framework for reconciliation that provides an opportunity to strengthen relations with the Musqueam, Squamish and Tsleil-Waututh Nations, as well as our city's Urban Indigenous Community, by engaging and integrating input and feedback into the design and programming of new public space, parks and streets. Additionally, the NEFC Plan puts in place an opportunity to establish an Indigenous Peoples' Gathering Space central to the new Creekside Park extension that will provide opportunities for cultural expression, learning, and community gathering. Strong linkages to shoreline will support physical and spiritual access to the waterfront, including for traditional canoes.

#### 1.2 Cultural Redress

Chinatown and Hogan's Alley were greatly impacted by the building of the Georgia and Dunsmuir viaducts through the cultural, social and physical destruction that occurred to make way for Vancouver's controversial and ultimately unsuccessful effort to create a freeway network through the city. Although they are only a small portion of the envisioned freeway network, their physical and social impact on these communities remains today. Through the replacement of the viaducts, the NEFC Plan seeks to establish a strong path forward that focusses on reconnecting people, community, and social and cultural fabric that was lost.

### 1.2.1 Chinatown

Through urban renewal and freeway planning throughout the 1950s and 60s, Chinatown was disconnected from the neighbourhoods to the south and Strathcona to the east. The NEFC Plan seeks to reconnect Main Street and maximize connections between historic Chinatown and the new waterfront and Events and Entertainment District. It provides opportunities for cultural programming and celebration as part of a new Chinatown Cultural District, realized through improvements to Andy Livingstone Park, Keefer and Quebec streets, and new development frontages along Quebec Street. The NEFC Plan provides an enormous opportunity to channel some of the new energy and investment in the NEFC waterfront community and special events district to support many of Chinatown's objectives around heritage revitalization, cultural enhancement, affordable housing for seniors, and economic revitalization and park design features and programming. (Refer to Chapters 5, 10, 13, and 18 of the Plan for more detail.)

### 1.2.2 Vancouver's Black Community and Hogan's Alley

Two blocks located on the east and west side of Main Street, between Union and Prior streets, were razed in the late 1960s to make way for the new onramps to the Georgia and Dunsmuir viaducts. People's homes, families, friends and social networks were removed, Hogan's Alley and the heart of the Black Community destroyed. The community was socially and physically dispersed across the Lower Mainland and beyond without the ability to regroup in a physical and emotional space as their community's home.

On the block historically referred to as Hogan's Alley (898 Main Street), the Black Community worked closely with the City as part of the Hogan's Alley Working Group and Design Advisory Committee, to establish a vision for how this place could bring back Black Community presence and influence. Through recognition, honouring, access and inclusion, exploration of land governance models, and investment, the redevelopment of the Hogan's Alley block (898 Main Street) can reinstate the heart of Vancouver's Black Community that is welcoming and inclusive to all. The NEFC Plan provides an incredible moment not only to provide a community gathering space as part of a proposed social and cultural centre on the Hogan's Alley block, but also an opportunity for community supported retail and economic development as well as affordable housing for multi-generational communities throughout the area. The intensive process and community dialogue on Hogan's Alley reveals that the Black Community wants this future place to be inclusive of all ages, ethnicities, abilities and socio-economic status not just for their community, but for Chinatown, the broader Downtown Eastside and indeed the entire city. (Refer to Chapters 5, 10, 13, and 18 of the Plan for more detail.)

## 2. IMPLICATIONS OF NOT REPLACING THE VIADUCTS

The Northeast False Creek Plan assumes the removal and replacement of the viaducts with a new complete street network that better supports the future neighbourhood. The Georgia and Dunsmuir viaducts are seismically vulnerable and need to be replaced at some time in the future. At a minimum, an extensive and costly upgrade (approximately \$90 million) would be required under the City's seismic capital program and full replacement of the structures would be necessary in approximately 50 years.

The remaining development sites in False Creek North would need to be built in accordance with the existing *False Creek North Official Development Plan* (1990) and the Northeast False Creek Directions for the Future (2009), resulting in a significantly reduced public amenity package, reduced affordable housing opportunities, and reduced parks and open spaces. It

would also set back the development of the Creekside Park Extension which is tied to the development of FCN Sub-area 6C. The development of dense buildings around the existing viaducts structure would greatly complicate, if not prohibit, the future removal and/or replacement of the structures, as well as increased cost of doing so. Moreover, once these lands develop there is no possibility of wholly funding the viaducts' removal and replacement through development contributions rather than city taxpayer funding.

Other possible implications of not replacing the viaducts are as follows:

- Funding for the rehabilitation of the viaducts may need to be secured, wholly or partly, through taxpayer funding as part of a Capital Plan, rather than through development contributions;
- The new Creekside Park extension and new public open spaces would likely be delayed, and the larger Creekside Park would no longer be possible;
- Delayed replacement of the Expo Deck in the existing Creekside Park, north of Science World;
- Missed opportunity for a potential \$1.7B in public amenities and infrastructure contributions resulting from the comprehensive NEFC Plan, although a public amenities package of a smaller amount could be delivered;
- The opportunity to connect Chinatown and Strathcona back to the waterfront, and reconnect Mount Pleasant to Chinatown by repairing the urban fabric of Main Street would be lost; and
- Council's direction to honour the history of Hogan's Alley, achieve a cultural centre, achieve a target of 300 units of social housing, daycare and meaningful public space would not be possible on the Main Street Blocks as the viaduct off-ramps would remain in place.
- Missed opportunity to secure the maximum amount of social and affordable housing in NEFC as well in as the adjacent North False Creek area.

A very important but less tangible result of not proceeding with the Viaducts Replacement Project would be the loss of momentum of the NEFC Plan. The Plan has garnered substantial public support and momentum, and this delay would result in the dismantling of the City/Park Board staff team and their consultants with intimate knowledge of the project. Moreover, the delay would result in the loss of this window of opportunity where all landowners are aligned in their development aspirations to create a unique waterfront destination for all Vancouverites.

### **3. SOCIAL IMPACT ASSESSMENT**

In 2016, staff engaged a consultant to begin collecting data and information and build upon the SIA conducted for the new St. Paul's Hospital and Health Campus, as well as the extensive, multi-year Downtown East Side (DTES) SIA.

This initial piece of work focused on social impacts that could occur as a result of new development in the area, in particular: Georgia and Dunsmuir viaducts; 100-200 Block Union/Prior Streets; and Andy Livingstone Park. With vulnerability defined as the degree to which a population is able to cope with, resist and recover from the impacts of change, an emphasis was placed on the impacts to vulnerable populations. Vulnerable populations living in the study area included (but were not limited to) people who are homeless, people living in single room occupancy hotels (SROs) and social housing, low-income individuals and families including the working poor, Indigenous people, people with disabilities, drug users, people affected by mental illness, survival sex workers, artists and seniors. It was also recognized



that certain groups who may not fall into these categories are also vulnerable to neighbourhood changes and pressures that come from new development, including small businesses, cultural communities, renters, and some middle-income earners. Cultural impact was also assessed in relation to the vulnerability of the area's rich multicultural heritage with its high population of artists, diverse cultural communities, and key arts and cultural spaces.

In addition to the initial social impact work undertaken in 2016, the City also considers the ongoing engagement with key contributors to the assessment, including:

- Musqueam, Squamish and Tsleil-Waututh Nations;
- Urban Indigenous communities;
- Chinatown Community;
- The Black Community;
- Arts and Culture Community
- Advisory committees, including
  - Northeast False Creek Stewardship Group,
  - Northeast False Creek Park Design Advisory Group, and
  - Other civic advisory committees
- Low income and SRO residents;
- Local residents; and
- Local business owners.

Chapter 8 (*Healthy Community*) of the Plan, includes staff's recommended ongoing monitoring and mitigation strategy that can help address potential impacts resulting from growth and change in NEFC. This strategy is embedded within the City's Healthy City framework, with *City of Reconciliation* at the centre.

### 3.1 Impacts

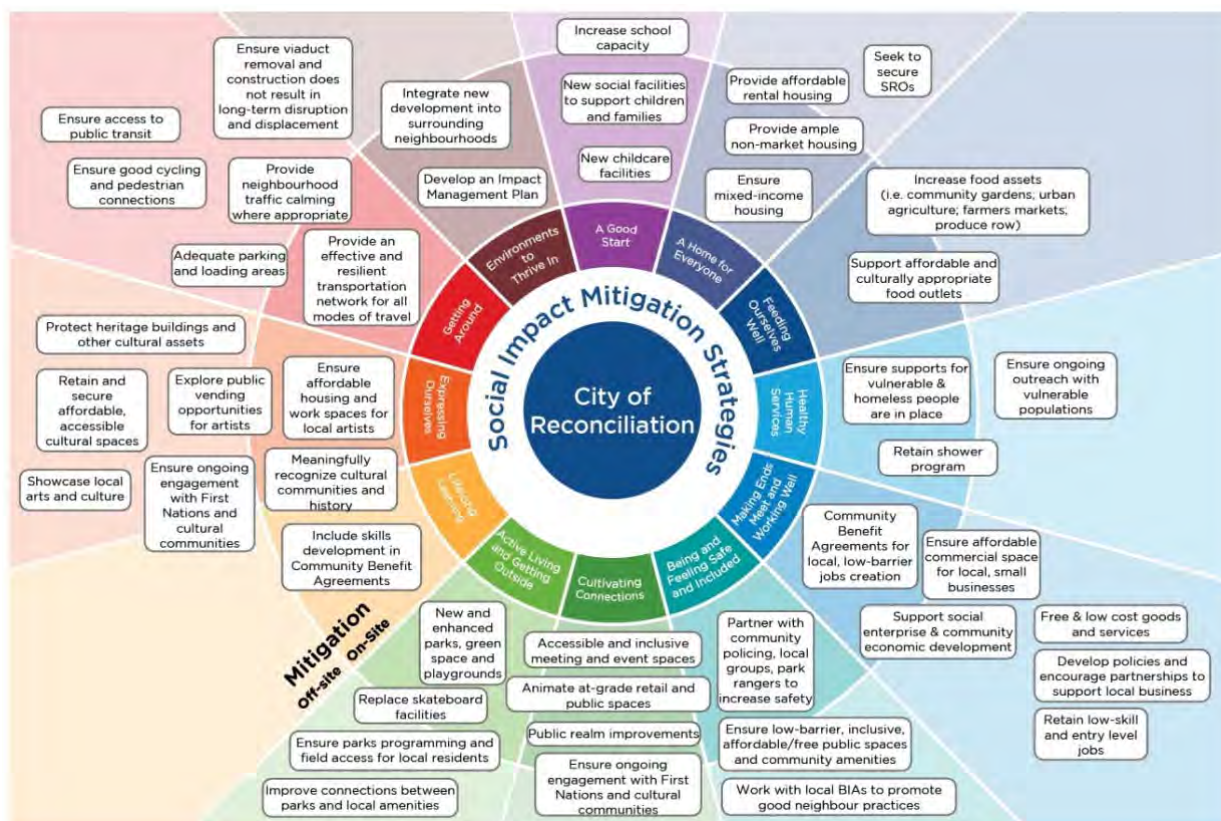
The Northeast False Creek SIA is intended to identify the social impacts resulting from the replacement of the Georgia and Dunsmuir viaducts and new development in the area. Identifying a single, or even multiple specific impacts within a rapidly changing and large area is challenging. Many of the key impacts are cumulative and are expected to result from a variety of neighbourhood and demographic changes.

### 3.2 Managing Impacts

A social impact can be either positive or negative on an existing population, and those impacts are amplified if that population is already vulnerable, such as a large number of residents in Chinatown, Strathcona and the remainder of the Downtown Eastside.

To amplify the potential positive impacts, the NEFC Plan proposes to build on many of the proven successes already underway in NEFC including local hiring, local training and procuring as many local goods and services as possible over the long term in the area. On the other side of the spectrum, proposed mitigation strategies appropriate for NEFC are intended to be considered by the City of Vancouver, senior levels of government, community partners (developers, local agencies, service providers and businesses) and the surrounding communities when moving forward with design, policy and programming. These include diverse efforts such as culturally appropriate and affordable food options, designing new public spaces in ways that are inclusive to all populations regardless of income, age or housing tenure, and securing important arts and cultural facilities in the NEFC area and surrounding neighbourhoods.

The following graphic (Figure 1) presents a high-level summary of the potential mitigation strategies presented in the SIA. The potential mitigation strategies are overlaid on the 12 Healthy City Strategy goal areas. Mitigations placed within the first ring are conceived as potential mitigation strategies that could occur on-site, or mitigation strategies that could apply to development within Northeast False Creek. Mitigation strategies outside of the first ring are viewed as those that are more likely directly impactful and meaningful to communities adjacent to Northeast False Creek area.



Inner ring: The mitigation strategies within the inner ring are meant to be considered in NEFC.

Outer Ring: The mitigation strategies within the outer ring are meant to be considered in or outside NEFC.

Overlapping: Some mitigation strategies are spread across two or more categories.

Figure 1 - Northeast False Creek Social Impact Mitigation Strategies

### 3.3 Monitoring

Monitoring strategies will provide City staff with a framework for baseline and recurring data collection needed as part of ongoing social impact management. By tracking this data, the effectiveness of the management strategies can be assessed, and new or revised initiatives/policy may better be directed at ongoing or emergent issues. The Public Benefits Strategy includes a financial contribution to ensure that resources are available for ongoing monitoring and subsequent changes to mitigation strategies should they be required.

## 4. FUTURE DEVELOPMENT OPPORTUNITIES

Northeast False Creek represents the final piece of development along Downtown's False Creek waterfront. In 2015, City Council approved the Northeast False Creek Conceptual Plan that provided high level direction for future growth and public benefits. The plan at that time set out general development considerations as well as public benefit objectives related to new affordable housing, jobs, and parks and open space. Council directed staff to consider

the rezoning application for Sub-area 6C to expedite the delivery of public amenities, including delivery of the new park.

Through the planning process, led by a dedicated inter-departmental project office, staff have worked with a broad range of residents, business operators, stakeholder groups, landowners, and provincial agencies to establish a more comprehensive and robust plan for Northeast False Creek. The Plan includes policy for the lands in the NEFC Conceptual Plan, as well as the Plaza of Nations site (Sub-area 6B), the six remaining Affordable Housing "Option Sites" in False Creek North, and improvements to Andy Livingstone Park and the existing Creekside Park.



Figure 2 - Northeast False Creek Study Area

#### 4.1 False Creek North Sub-area 6B (Plaza of Nations)

The Plaza of Nations site sits strategically between BC Place Stadium and the False Creek waterfront. It provides an opportunity to establish strong pedestrian linkages between the Events and Entertainment District and the waterfront, new community gathering spaces, a variety of local business opportunities and cultural programming. As part of the proposed replacement street network, a portion of the site is also needed for the Pacific Boulevard 'Great Street' improvements.

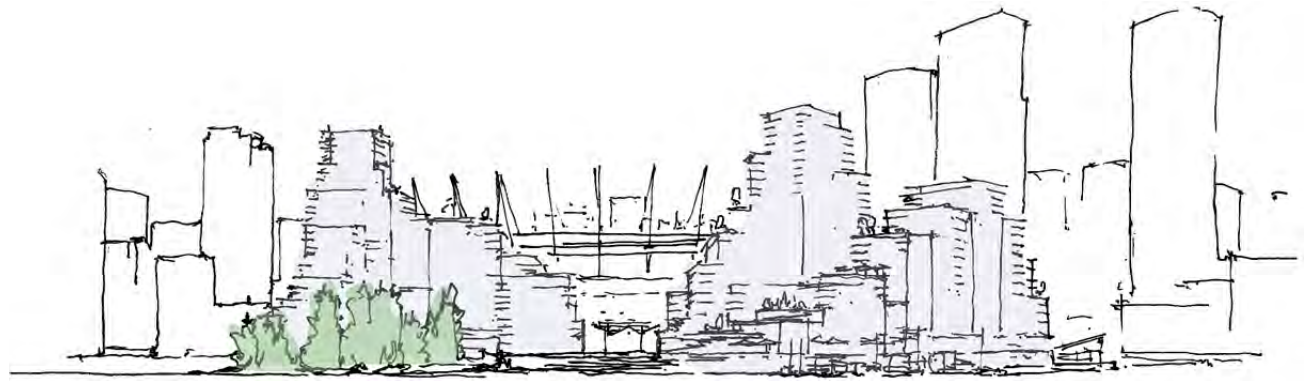


Figure 3 - Illustration of potential development on the Plaza of Nations site

Staff believe that this site can strengthen the area's role as a community and cultural gathering space, while also contributing towards a new community with a mix of housing, jobs and public amenities, that could include:

- Approximately 1.7 million sq. ft. of mixed-use development, with additional density subject to achieving the urban design principles identified for the site;
- A minimum of 350,000 sq. ft. of job space that contributes to meeting the goals of the Metro Core Jobs and Economy Land Use Plan;
- Approximately 2.5 acres of new open spaces and approximately 350 metres of new waterfront seawall;
- 20% of residential floor area as social housing (approximately 350 units);
- A minimum of 50% of the social housing and 35% of market housing as family housing (Approximately 550 family-oriented homes);
- Financial contribution to the replacement of the Georgia and Dunsmuir viaducts and associated critical infrastructure; and
- A community centre, ice rink, senior's space, childcare and music presentation space. The community centre is anticipated to be approximately 40,000 sq. ft. in size and managed by the Park Board.

For more information refer to Chapter 18.0 Public Benefits Strategy of the Northeast False Creek Plan (Appendix A).

Final densities and a public amenities package will be determined through the rezoning application review process, currently underway and expected to be brought forward to Council for consideration in 2018.

Canadian Metropolitan Properties' current development proposal for Sub-area 6B entails approximately 1.8 million square feet of mixed use development, which appears to be supportable by City Staff in accordance with the parameters from the NEFC Plan outlined above pending further refinement through public consultation, urban design analysis and other technical review during the rezoning process. Final form and densities will be determined through the rezoning process, currently underway and anticipated to be brought forward to Council for consideration in 2018.

#### 4.2 False Creek North Sub-area 6C & 9

Sub-area 6C spans the Events and Entertainment District and the Park District of the Northeast False Creek Plan. This area is pivotal in the meeting of city and water at the landing of Georgia Street at False Creek, and in the shaping and activation of the new

Creekside Park extension. It bounds several block frontages of the new Pacific Boulevard, and will be a critical part of creating and activating two major city to park connections – Carrall Greenway and the Dunsmuir Connection.

The replacement of the Georgia and Dunsmuir viaducts with a new street network creates a substantial opportunity for significant mixed-use development in Sub-area 6C, however the development lands have irregular parcelization and are owned by multiple landowners, including the City of Vancouver. The densities, heights and urban design parameters proposed in the NEFC Plan can only be achieved with all lands being jointly developed to create a cohesive and integrated waterfront district, which would not otherwise be possible through the development of individual land holdings.

The proposed NEFC Plan (Appendix A) includes policy objectives for Sub-area 6C that deliver on Council's direction to strengthen the area for festivities and entertainment and support job space in the Downtown, including the following objectives:

- Approximately 2.1 million sq. ft. of mixed-use development, with additional density subject to achieving the urban design principles identified for the site;
- A minimum of 220,000 sq. ft. of job space that contributes to meeting the goals of the Metro Core Jobs and Economy Land Use Plan;
- Over 13 acres of new parks and open spaces and approximately 300 metres of new waterfront seawall;
- 20% of residential floor area as social housing (approximately 550 units);
- A minimum of 50% of the social housing and 35% of market housing as family housing (Approximately 1,000 family-oriented homes);
- Artist production space;
- Financial contribution to the replacement of the Georgia and Dunsmuir viaducts and associated critical infrastructure; and
- Childcare and policing centre.

For more information refer to Chapter 18.0 Public Benefits Strategy of the Northeast False Creek Plan (Appendix A).

Densities, heights and urban design parameters are based on the requirement that all lands be jointly developed to create a cohesive and integrated waterfront district, which would not otherwise be possible through the development of individual land holdings.

Concord's current development proposal for Sub-area 6C entails approximately 2.6 million square feet of mixed use development, which appears to be supportable by City Staff in accordance with the parameters from the NEFC Plan outlined above pending further refinement through public consultation, urban design analysis and other technical review during the rezoning process. Final form and densities will be determined through the rezoning process, currently underway and anticipated to be brought forward to Council for consideration in 2018.



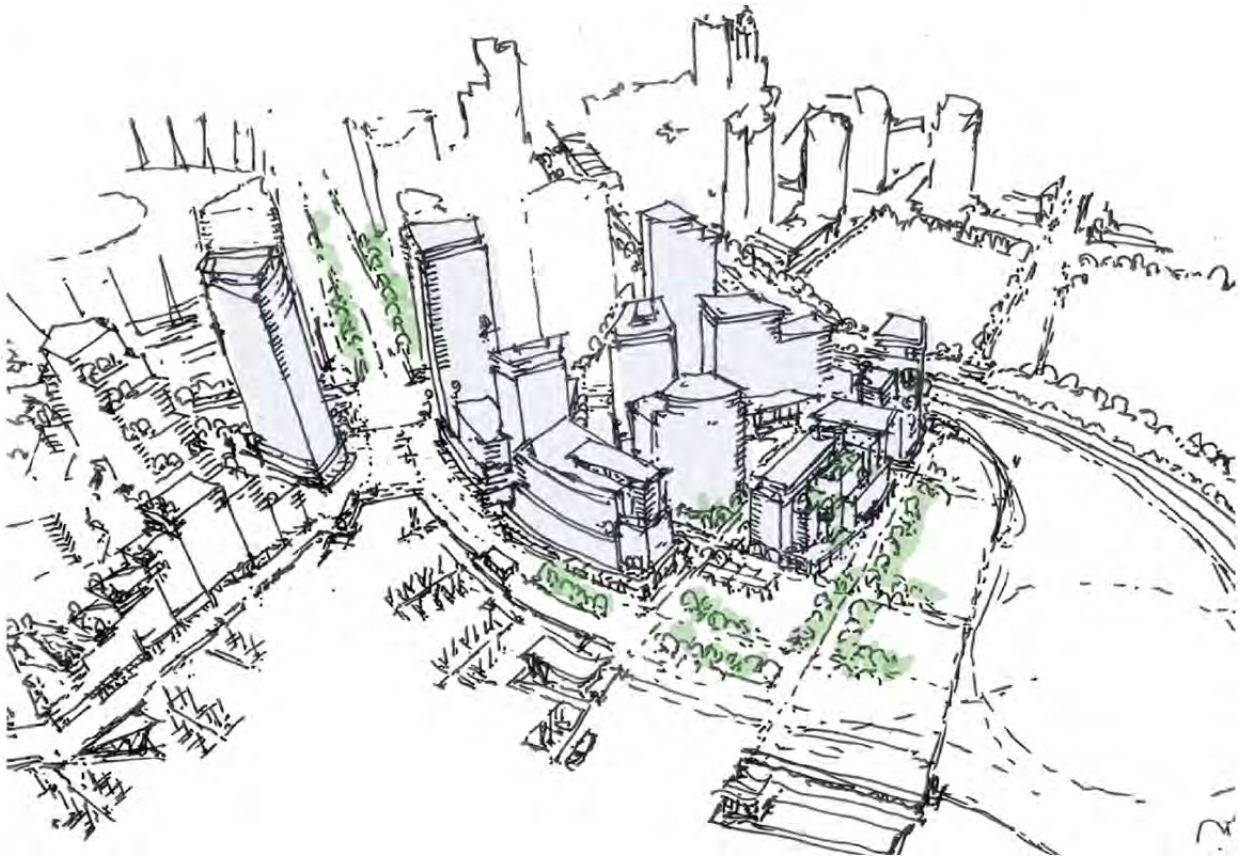


Figure 4 - Illustration of potential development on Sub-area 6C site

#### *4.2.1 Remaining Affordable Housing Sites in False Creek North*

Six affordable housing sites remain undeveloped within the False Creek North Official Development Plan (ODP). The City has a long standing understanding that these six sites will deliver approximately 600 housing units. However, the sites are subject to existing Option Agreements and exercising the City's option and building on the sites requires reaching an agreement with the land owner, Concord Pacific and working in cooperation with BC Housing. Through the planning of Northeast False Creek, it became apparent through community engagement and a desire to create inclusive communities, that these sites need to be unlocked and social housing be built. Now, more than ever, due to the urgent and protracted housing crisis, we need to explore options to expand delivery of new social housing and deepen housing affordability in all neighbourhoods in Vancouver. As per Recommendation B, the landowner has expressed a strong desire to participate in creative solutions to deliver the affordable housing allocated to these 6 sites as set out in the existing Non-Market Housing Agreements. Staff believe there is potential for win-win outcomes with regards to separate negotiations between the City, BC Housing and the landowner to develop these sites. The recommendation also directs staff to maximize the potential of these sites to advance the implementation of the *Housing Vancouver Strategy*. In order to achieve the affordable housing units allocated to these six sites staff will collaborate with the landowner and BC Housing to develop a strategy to optimize the use of these lands. The strategy will most likely include future rezonings to maximize the affordable housing units allocated to these sites in the most cost effective manner, and may include a mix of uses.



Figure 5 - Map showing the False Creek North ODP Affordable Housing sites (existing and proposed)

#### 4.2.2 Georgia Gateway

The NEFC Plan recognizes the intersection of Georgia Street and Pacific Boulevard as a gateway into the downtown. Taller buildings are proposed at this intersection to visually emphasize the importance of this place in the downtown skyline and mark the centre of the Events and Entertainment District, which is of city, regional and provincial importance. The tallest towers would be located at the intersection of Georgia Street and Pacific Boulevard, including the two tallest on Sub-area 6C at approximately 425 ft. (approximately 48 storeys).

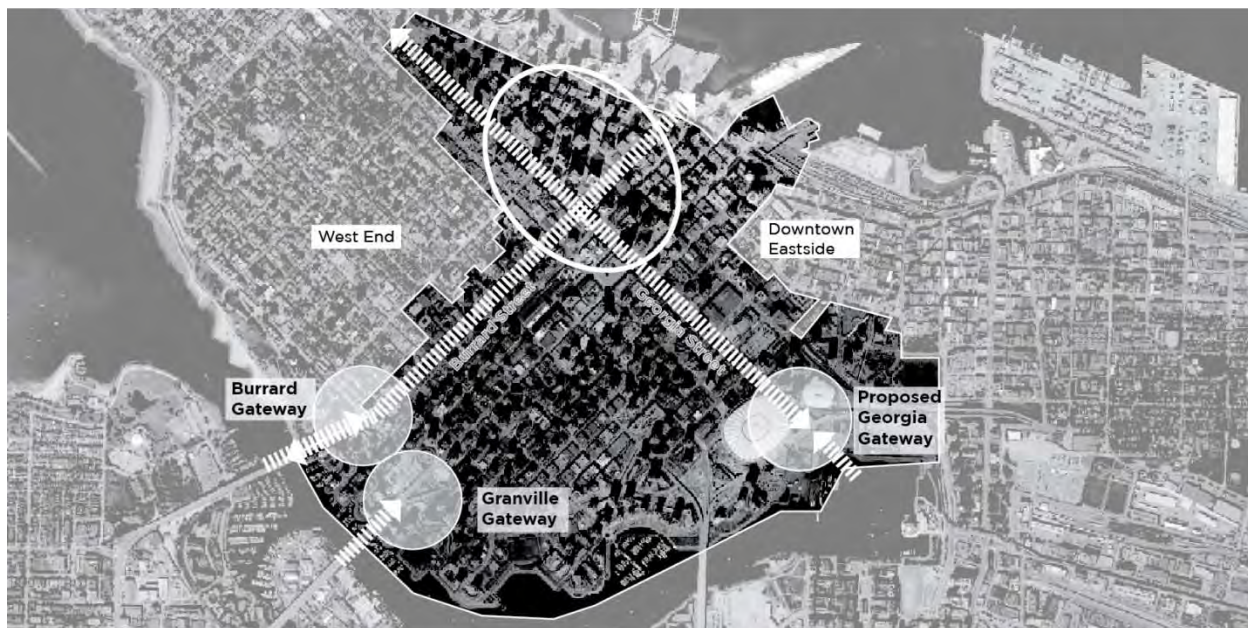


Figure 6 - Map showing existing and proposed higher building gateways

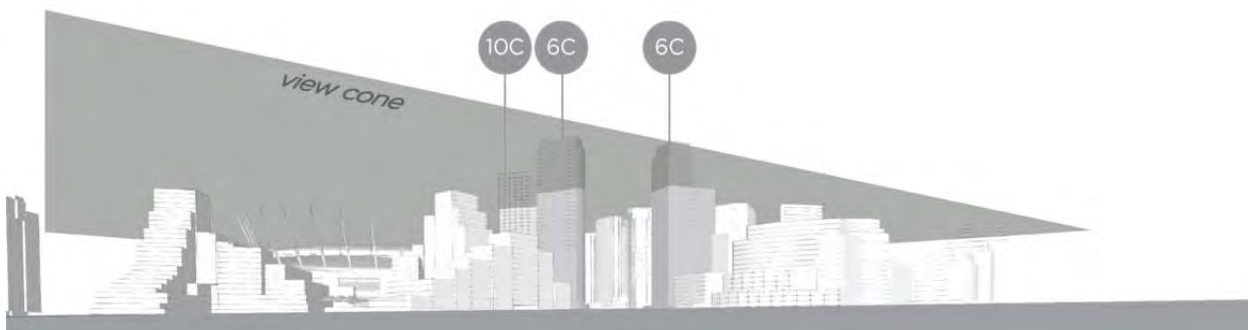


Figure 7 - Diagram showing proposed Georgia Gateway towers extending beyond view cone 9.1



The design and architecture of these buildings would need to be of the highest caliber and be subject to the City's General Policy for Higher Buildings, see Appendix B for revisions to the policy. Building heights would then step down towards the water and park, helping to minimize shadowing on the future Creekside Park Extension and Georgia Wharf, Andy Livingstone Park, and Crosstown Elementary School. Careful consideration of tower placement, floor plate sizes, and tower separation will maintain important views from the park and seawall to BC Place stadium, and allow for better access to sun on the sidewalks, privacy for residents, and active commercial streets. A minimum 80 ft. tower separation will be required for all new developments in this area. These development parameters are outlined in the NEFC Plan (Appendix A).

A key urban design principle in the NEFC Plan is to shape, locate and design future development to retain views to the stadium where possible. Another important design influence is Georgia Street as the ceremonial street. The significance of the new intersection of Georgia Street and Pacific Boulevard warrants consideration of a strategic urban design intervention to the Council-approved View Cone 9.1 (Cambie Street to the North Shore Mountains) which limits buildings in this area to approximately 300 ft. in height. The new intersection will mark the meeting of city and water, and the urban connection of Vancouver's prime ceremonial street with Pacific Boulevard, False Creek and neighbourhoods to the east. It will be a focal point of the regionally significant Events and Entertainment District at the juncture of the two stadiums. Allowing the buildings immediately adjacent to this intersection to exceed the View Cone would mark the significance of this place and act as counterpoint in the skyline to the tallest towers at 1000 block of Georgia Street.

Staff recommend the height should punctuate the skyline without exceeding the line of the mountains as viewed from the Cambie Street viewpoint origin. Aside from the defined Cambie View Cone, the most prominent views of the three buildings at this intersection will be from locations in and around the basin of False Creek and the seawall. From these vantage points, the two towers of 6C are foreground elements that frame the alignment of Georgia Street and views to False Creek and Science World. To emphasize this framing and establish a hierarchy between the towers that form the gateway, two towers in Sub-area 6C should be at a height of 425 ft. and step down to a third tower at a height of 400 ft. on Sub-area 10C. These heights can be achieved through outstanding architectural design and leadership in sustainable design in accordance with the *General Policy for Higher Buildings* (see Figures 7 and 8 which show the relationship of the three higher buildings proposed as part of the Georgia Gateway).

#### 4.3 False Creek North Sub-area 10C

When the False Creek North Official Development Plan (ODP) was first created, the stadium had not been renovated to include the spires and lights that are now seen as an iconic element in the Vancouver skyline. At the time, the simple inflated roof and prominent concrete structural ring were not valued visually, and the ODP specifically sought to wrap the stadium with other buildings. This approach led to the design and form of the new casino/hotel complex and other buildings to the south and west of the stadium. Since the renovation of the stadium roof and introduction of the light ring, the stadium has become a valued icon of the Vancouver skyline.



The proposed NEFC Plan includes policy for Sub-area 10C that delivers on Council's objectives to strengthen the area for festivities and entertainment and supporting job space in the downtown, including the potential for:

- A maximum floor area of 400,000 sq. ft. of mixed-use development;
- Up to 300,000 sq. ft. of residential use;
- Consideration for additional non-residential uses that will strengthen the Events and Entertainment District; and
- Public realm improvements to integrate the new Georgia Street with BC Place Stadium.

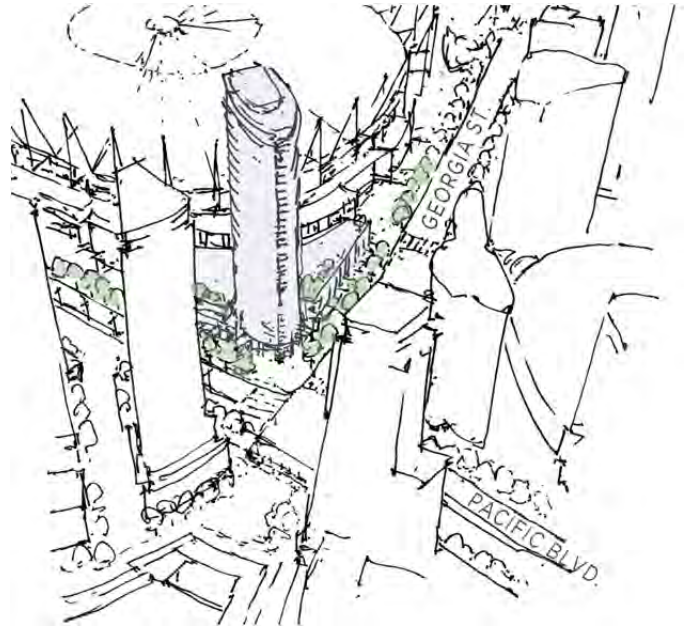


Figure 8 - Illustration of potential development on Sub-area 10C

#### 4.4 False Creek North Sub-area 7A

In 2012, City Council approved a rezoning for three towers on the Rogers Arena site (Sub-area 7A). The rezoning was approved for a mixed-use development including 401,698 sq. ft. of residential floor area for 614 secured market rental units, 275,814 sq. ft. of commercial floor area and 406,176 sq. ft. of arena floor area. The development is underway with the completion and occupation of the west tower and south tower. A third tower can be built under the existing zoning, however a development permit has not been issued.

#### 4.5 False Creek North Sub-area 6D



Figure 9 - Illustration of potential development on Sub-area 6D

The redevelopment of each of the blocks to the east and west of Main Street represents an unprecedented opportunity to redress a moment in history - the destruction of a diverse community to facilitate a car dominated city of freeways - that is fundamentally at odds with Vancouver today, and the future to which we aspire.

The two blocks are part of several communities; needing to speak socially and physically to this rich and varied context — Chinatown, Strathcona, False Creek, Citygate, False Creek Flats and the emerging hospital precinct.

The redevelopment of the blocks is a cornerstone in reconnecting Main Street, Chinatown and the communities to the south and a significant opportunity to re-establish a focal point for the Black community in Vancouver. The east block was the nucleus of the Black community prior to its displacement with the construction of the viaducts. The Northeast False Creek Plan provides an opportunity to meaningfully honour the Black community that existed prior to the building of the viaducts while celebrating the contributions of the contemporary Black community. The Hogan's Alley Working Group established five guiding principles (Appendix G) that were instrumental in the design evolution of the block.

The western block, prior to the filling in of False Creek, was perched at the edge of the water, with the shoreline running through the centre of the block. The eastern half of the block between the shore and Main Street was subdivided into 25 ft. lots fronting Main Street. The Hogan's Alley block to the east of Main Street was also subdivided into 25 ft. lots with a T-shaped lane. This subdivision pattern remains today, despite the occupation of the two blocks with the highway forms of the Georgia and Dunsmuir viaducts.

The future of these blocks is proposed as an inclusive, diverse and equitable community including indoor and outdoor places to gather, a focus on local access to healthy food, and a diverse tenure including opportunities for family and affordable housing, including:

- Approximately 900,000 sq. ft. of mixed-use development, with additional density subject to achieving the urban design principles identified for the site;
- A minimum of 100,000 sq. ft. of job space;
- Approximately 1 acre of new open space;
- Target 300 units of social housing;
- Hogan's Alley Cultural Centre;
- Childcare;
- Financial contribution to the replacement of the Georgia and Dunsmuir viaducts and associated critical infrastructure; and
- Non-profit artist and office space.

Final densities will be determined through the rezoning application review process, currently underway and expected to be brought forward to Council for consideration in 2018.

#### 4.6 Sustainability

The NEFC Plan integrates many city-wide goals to reduce GHG emissions, capitalizes on the synergies of interdepartmental objectives as well as building on the lessons learned from Southeast False Creek. Fresh initiatives are key to the NEFC Plan such as setting a new standard for sea level rise resiliency, a building "dashboard" for real time energy and water metering and encouraging development of a "Greencierge" to facilitate the uptake of sustainable practices by residents and business owners. By leveraging the shared goals of *Green Building*, *Integrated Rainwater Management*, *Zero Waste* and requiring quinquennial reporting of building performance outcomes we will reach *Greenest City* targets in the neighbourhood.

The buildings in NEFC will achieve focus on a high performance envelope as well as a low carbon source of heat and cooling. Residents and business owners will have many choices of

travel mode to reduce car trips including a fine-grained pedestrian network, convenient bike facilities and well-integrated transit connections between two major SkyTrain hubs.

Charging stations for electric vehicles will exceed our current requirement and be designed to facilitate easy retrofitting of future needs. Event spaces will be connected to the electric grid to eliminate the need for fossil fuel generators.

A new network of habitat and landscape areas will bring much needed canopy cover, pollination opportunities and diversity to the City. The plan focuses on the conservation of rainwater as a resource as well as a per-capita reduction of potable water use in the developments through the use of sub-metering and grey water recycling. Through education and public art we will celebrate our shared history but also our goals for the future. Integrated wayfinding and environmental design will seek to demonstrate to the public how the neighbourhood is actively working towards our goals.

Lastly, the infrastructure works required for the Viaducts Replacement Project also strives to meet and exceed the City's sustainability and resiliency objectives. This is accomplished through innovative design for resiliency during seismic events, creating adaptable street and utility networks to function in future climate conditions, and planning for sustainable infrastructure and its construction. This includes:

- Creating a specific 'Resilient Roadway' to allow for a post-disaster emergency response route across the downtown neck, including the important new connection to the new St Paul's Hospital;
- Enhancing resiliency in several utility networks;
- Incorporating the "Envision" sustainable infrastructure framework throughout the design progression (similar to LEED<sup>®</sup>, but for infrastructure projects);
- Exploring innovative options to reuse the viaduct material; and
- Developing a unique green storm water infrastructure system that works within, and without interacting with, the contaminated soil environment.

Each of these items is further detailed in Chapter 11, Sustainability and Resiliency, of the Northeast False Creek Plan (Appendix A).

## **5. PARKS AND OPEN SPACE**

Northeast False Creek is located in the centre of Vancouver's metropolitan core, connecting the downtown, Chinatown, historic communities of the Downtown Eastside, Citygate and the False Creek waterfront. The new parks, plazas and open spaces form the backbone of the community and will reconnect people through new social, cultural and physical linkages. The new Creekside Park will be the largest downtown park built in decades, connecting to a series of flexible, inclusive and accessible public spaces, offering a diversity of spaces that support public life. This project triggers the renewal of Andy Livingstone Park as a more connected and resilient park, and designed as an integral component of Northeast False Creek and surrounding neighbourhoods.

Creekside and Andy Livingstone Parks will collectively become a destination in the heart of the city. These parks will be used every day by local communities and visitors, and will transform, at times, to welcome major gatherings and special events. A new approach to park stewardship, operations and management will be needed to support the intensity and diversity of use anticipated.

## 5.1 Park Design and Engagement Process

The NEFC park design process started in the fall of 2016, in parallel to the Plan process. The park design is led by Park Board staff with the consultant support of a multi-disciplinary team led by landscape architecture firm James Corner Field Operations. The project team is advised by the NEFC Park Design Advisory Group composed of 12 community members appointed by the Park Board in July 2016.

The project has generated a high level of interest from a wide range of stakeholders, advisory committees and the public, with over 5,000 people participating in the engagement process to date.

The park design process was divided into four stages, as follows:

1. Stage 1: Analysis and Early Directions
2. Stage 2: Draft Concept Plan
3. Stage 3: Extended Engagement (in progress)
4. Stage 4: Refined Concept Plan



Figure 10 - Park Design and Engagement Process - Anticipated Timeline

Stage 1 (Analysis and Early Directions) was completed in February of 2017.

Stage 2 culminated with the presentation of the Park Concept Design to the public in June 2017. Over 1,400 people responded to the online survey with two thirds of respondents agreeing or strongly agreeing with the draft concept plan. The project team also received valuable feedback through in-person conversations, and will be incorporating the input during the refinement of the Concept Design.

As part of the *City of Reconciliation*, the project team has extended Stage 3 (Extended Engagement) to engage more deeply with the Musqueam, Squamish and Tsleil-Waututh Nations, and Urban Indigenous communities, following an indigenous engagement framework crafted by Indigenous staff from the City and Park Board. The focus is on ensuring that the Indigenous principles of cultural practice, ecological stewardship, and Musqueam, Squamish and Tsleil-Waututh visibility on their own lands are reflected in the refined Park Concept Design.

The extended engagement timeline has also given the opportunity to further engage with event producers, nearby residents, and other groups including Chinatown stakeholders who have identified the need for stronger connections between the park and the historic neighborhood, and opportunities for cultural programming as key interests. A refined Park Concept Design is anticipated to be presented to the Park Board mid-2018.

Staff will also continue to work with Park Board staff to create a Public Space Framework for Northeast False Creek as part of the larger *Downtown Places for People Plan*, currently underway. This framework will allow for a more comprehensive design that responds to the objectives set out by Council in the NEFC Plan, while also establishing a stewardship strategy for the ongoing curation and programming of these spaces over the long term.

## 5.2 Parks and Open Space Configuration

The Plan exceeds the minimum target set by Council in October, 2015 to achieve a minimum of 13.75 acres of new parks and open spaces. The map below illustrates the location of the various parks and open spaces proposed in Northeast False Creek.

- 25 acres of new or renewed park:
  - 11 acres new Creekside Park
  - 3 acres renewed Creekside Park
  - 11 acres total of renewed Andy Livingstone Park, renewed skate plaza and, subject to Council consideration and approval in a future separate report, the conversion of Carrall Street to park space
- Approximately 7 acres of new open space:
  - Approximately 6 acres new open spaces in Sub-areas 6B, 6C and 6D
    - 2.5 acres of open space within 6B
    - 2.1 acres of open space within 6C
    - 1.3 acres of open space within 6D
  - 1 acre of elevated open space (Dunsmuir Connection)



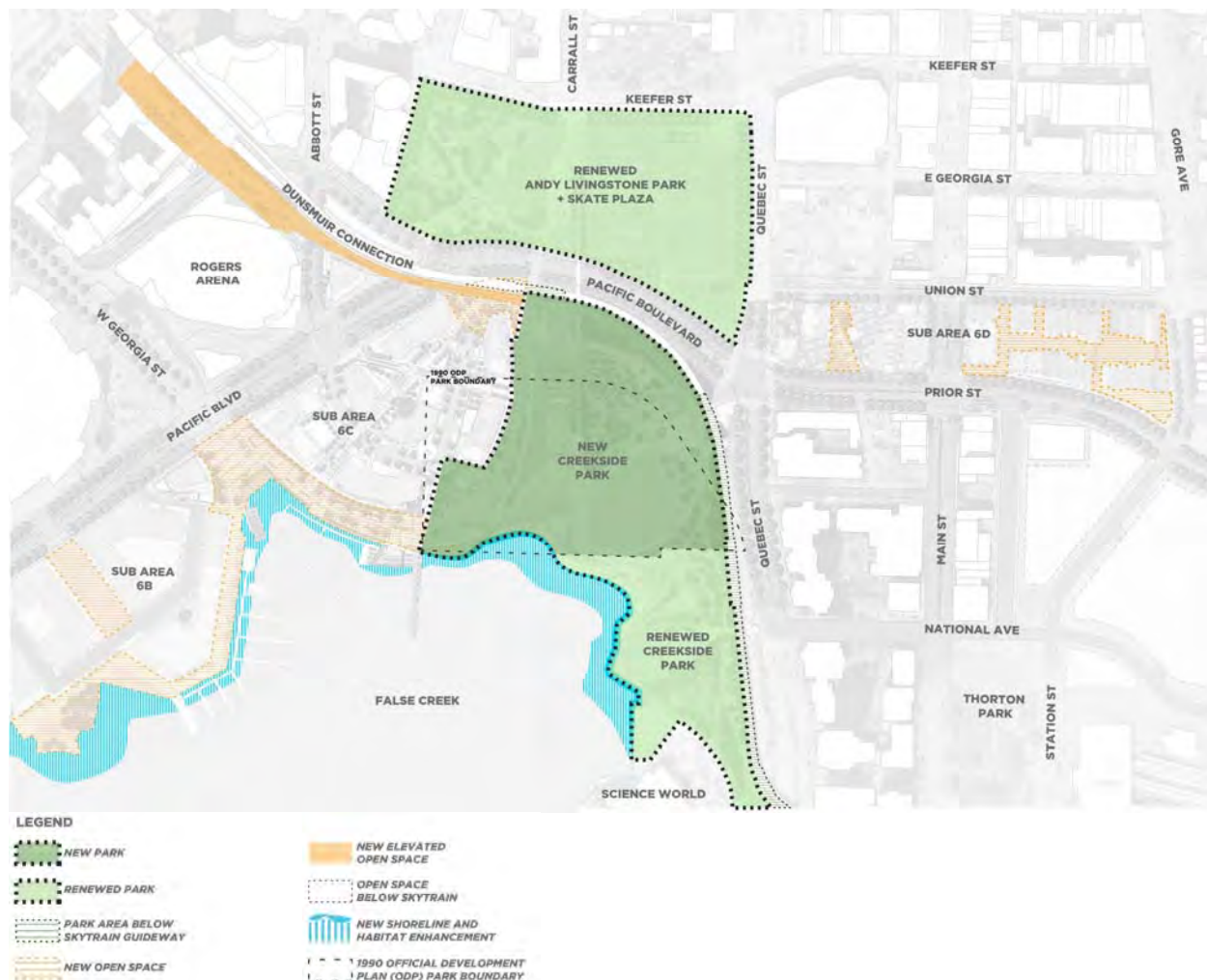


Figure 11 - Parks and Open Spaces

### 5.3 Delivery of Temporary Greenspace and Permanent Parks on Sub-area 9

Delivery of the new Creekside Park is tied to the development of Sub-area 6C. Through the rezoning process for Sub-area 6C, a delivery strategy for the park will be included as a condition of approval. This will ensure that the park is delivered as quickly as possible, while still meeting the requirements set out by the Province for managing contaminated soils in the area.

In the interim, a temporary publicly accessible three acre greenspace is proposed to be built and maintained by Concord Pacific on Sub-area 9 as a condition of approval for the sales centre currently located on that site. They will be paying for the construction and maintenance of this greenspace. Concord Pacific has already started working with nearby residents to explore design options, anticipating a mid-2018 completion if approved by the Development Permit Board early in 2018.



Figure 12 - Northeast False Creek will have a network of accessible public spaces

#### 5.4 Georgia Plaza and Wharf

There is a significant opportunity to connect Georgia Street, water to water, from Lost Lagoon and Stanley Park to False Creek and to celebrate this moment with a new civic plaza.

As the heart of the Events and Entertainment District, Georgia Plaza will anchor the eastern end of Georgia Street and provide opportunities for a variety of community and city-wide events and celebrations. This civic plaza will be a gathering space, of approximately 33,000 sq. ft., lined with restaurants, cafes and places that can take advantage of the festive location and enhance the role as a major waterfront gathering space. Similar to a European square, the plaza will include active edges, seating, and public promenades that will provide continuous activity and animation. It will be a flexible gathering space that can accommodate day to day enjoyment, as well as be programmed for community and cultural events and festivities. The seawall routing will also extend through the Plaza and Wharf connecting the spaces to the larger network of Vancouver's waterfront.

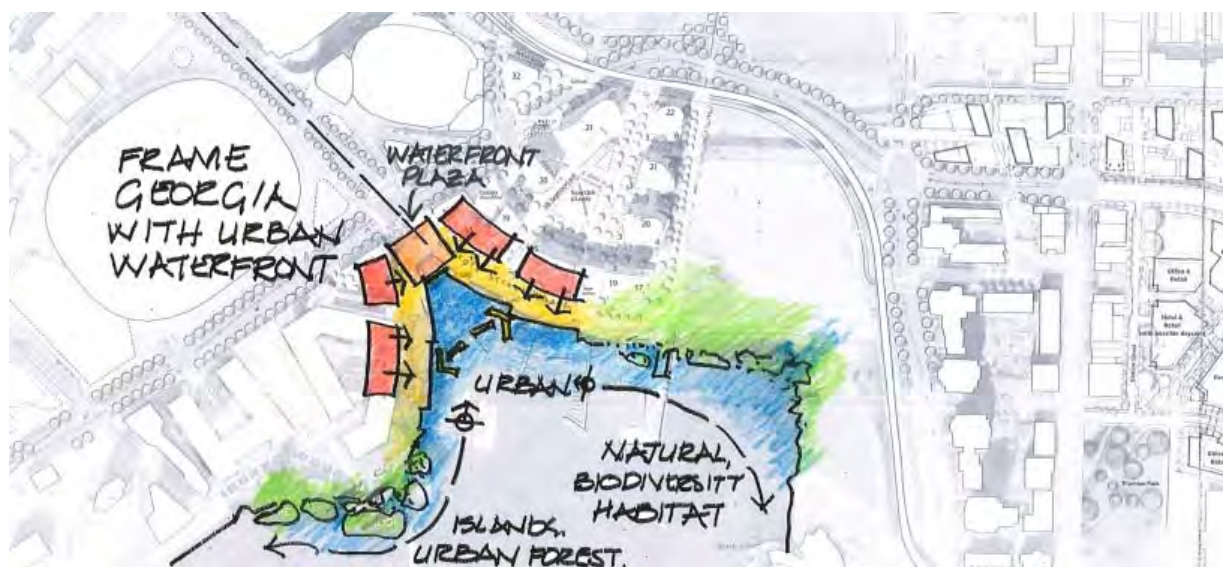


Figure 13 - Reconfiguration of the False Creek Waterfront



The False Creek waterfront will be reconfigured to extend its length to the plaza, bringing the water's edge to this important public space. An active urban waterfront will frame Georgia Street and extend along the water's edge, integrating with the new seawall and transitioning to naturalized water's edge emphasizing biodiversity and habitat. The primary focus of this area will be pedestrian movements and formal and informal gathering spaces, while providing opportunities for bars and restaurants with waterfront patios that support a strong social hub. The Georgia Plaza and Wharf is intended to be a place for people to gather and socialize.

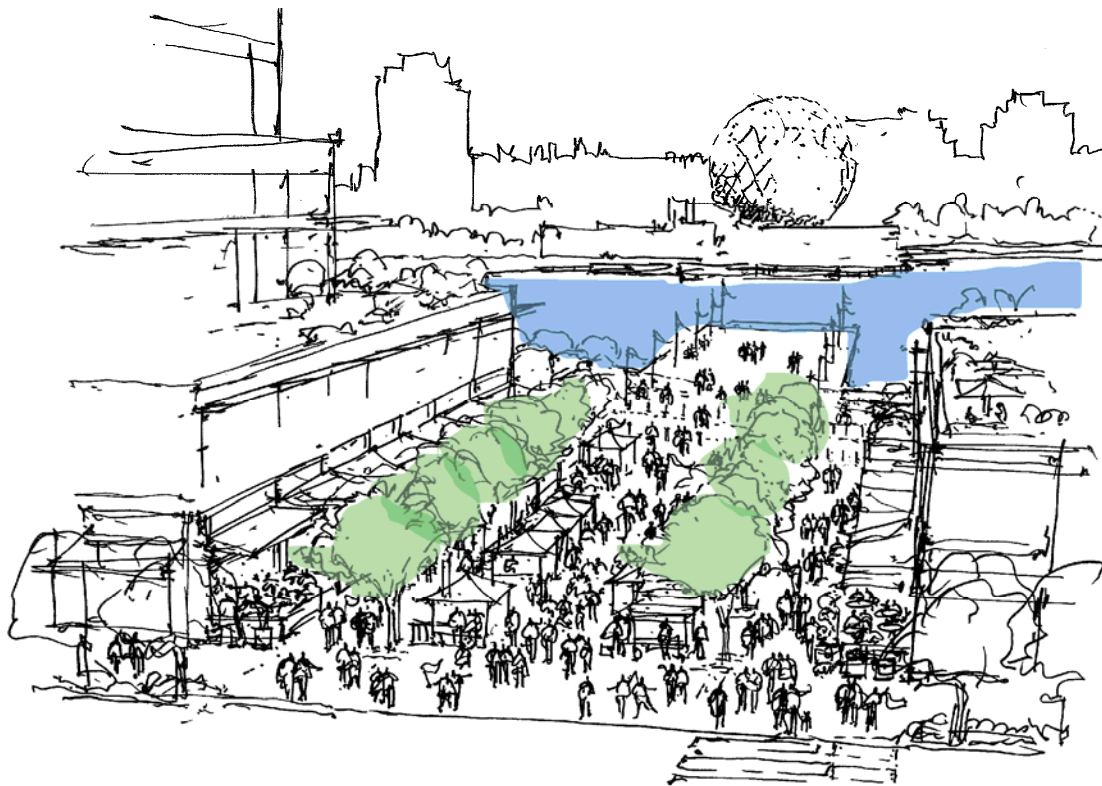


Figure 14 - Illustration of the Georgia Landing

## 5.5 Plaza of Nations

The Plaza of Nations is intended to be a flexible and accessible urban public space that can accommodate a rich variety of community and city-wide events on its own and as part of the overall Events and Entertainment District. The history of the site and the culture of the area can be conveyed through the design, activity and programming of the space.

The plaza will provide a direct and partially covered connection between BC Place and the False Creek waterfront. The plaza will be lined with shops, restaurants, bars and establishments that help to activate the space with people gathering on patios and active, transparent frontages. The adjacent community centre will be easily accessible from the plaza. This space is also expected to play a role in key running and parade events, where Georgia Street may be closed during event times and supporting activities can occur in the plaza.

## 5.6 The Steps and Habitat Water's Edge

The Steps are a public space that will extend the waterfront as part of a transition between the public terraces on the Plaza of Nations development and the water. The solar exposure



and views from the steps will provide an ideal opportunity to sit and enjoy False Creek and a bite to eat from one of the many nearby food and beverage establishments.

Habitat Water's Edge will provide people with access to the water's edge in a more naturalised shoreline environment with opportunities to enjoy viewing the activity occurring on False Creek. This space will retain as many of the legacy trees planted for Expo 86' as possible, while being resilient and addressing sea level rise.

### **5.7 Dunsmuir Connection**

The Dunsmuir Connection will be a public space for people of all ages and abilities, including an important two-way connection for people walking and cycling into and from the downtown with unique overlook opportunities to the vibrant NEFC district. This link is required in order to achieve the fifteen metre grade change from False Creek to the downtown peninsula, but will be designed to be more than just an active transportation connection. It will also serve as a space for sitting among creative landscaping, for potential retail activation where it passes adjacent buildings, and for public celebrations before and after events by providing a direct link between the SkyTrain Station, Rogers Arena, BC Place and retail on Expo Boulevard.

### **5.8 Carrall Plaza**

Carrall Street Plaza is a semi-covered space with seating and public art. Adjacent non-residential uses can spill into the space for retail presence. An elevator will link the plaza with the Dunsmuir Connection. The semi-covered space offers opportunities for year round activities such as exercising, outdoor ping pong or board game nights.

### **5.9 Interface with Chinatown**

The NEFC Plan provides an opportunity to connect Chinatown directly to the waterfront, as was the case historically before the edges of False Creek were filled in bringing the water's edge to the current location today. As part of the emerging Chinatown Cultural District, the park, streets and land uses within NEFC will provide opportunities to welcome people to Chinatown, create stronger linkages to the waterfront and Events and Entertainment District and provide spaces for cultural expression and programming. Keefer and Quebec streets are important connecting elements to achieve this. Quebec street needs to be a strong access point to Chinatown for all modes of transportation and strengthen the connectivity into the Chinatown Cultural District. Keefer Street needs to be strengthened as a visible, guided connection between Chinatown-Stadium Station and the Chinatown Cultural District. Through this report and associated work plan, staff propose collaborating with the community on the design and program of the Chinatown Cultural District including park, street and land use planning.

### **5.10 Central Plaza**

The Central Plaza is located on the west Main Street Block and is a unique urban design feature that reflects the historic False Creek shoreline. The plaza is lined with commercial activity on both sides, including an international food market that can spill out into the space temporarily. It is intended to provide a link through the block and provide opportunities for experiencing food and drink in a south facing public space.

### **5.11 Hogan's Alley**

Hogan's Alley is an inclusive and welcoming public space that can help meaningfully honour the Black Community that existed prior to the viaducts, while also celebrating the

contributions of the contemporary Black Community, through small-scale local businesses, music and cultural programming. The Alley is organized around three historic entry points, with a varied path within. Two plazas, toward the west and east ends of the alley, will be the focal points of this new public space, and will be joined by a narrower more intense, urban section located centrally within the block. The alley will be lined with doors and openings to encourage activities and public life spilling into the alley.

The Alley will be further connected to the surrounding streets with passages that are an opportunity for storytelling, and which can be powerful moments of transition. The Alley and the buildings and uses that line it will be designed to invite and include all ages with particular consideration for youth and intergenerational opportunities.

## **6. AN IMPROVED COMPLETE STREET AND INFRASTRUCTURE NETWORK**

The 2015 Council Report provided an extensive analysis of the replacement street network required to replace the Georgia and Dunsmuir viaducts. The comprehensive study and transportation modelling prior to 2015 and up to now has proven conclusively that not only can the new at-grade street network manage all of the traffic without viaducts, the new network is an absolute requirement for the neighbourhood to develop. The transportation needs of the new neighbourhood cannot be met with the viaducts in place.

Since 2015, the project scope has evolved due to a more refined understanding of the infrastructure requirements to support the NEFC Plan. These include:

- Considering the Sub-area 6B frontage (Plaza of Nations) as part of the overall infrastructure requirements;
- Including additional transportation network changes to better connect the future NEFC neighbourhood (e.g. additional downtown scope along Georgia Street and Dunsmuir Street, two-waying of Pacific Boulevard west of the Georgia Street extension, and coordinating street design with the future St Paul's Hospital site);
- Incorporating 'Great Streets' design principles within NEFC to ensure that the new street network is not simply a place of vehicular movement, but becomes a destination unto itself similar to the Great Streets of European cities (this urban design principle is further detailed in Appendices A and D); and
- Expanding, improving and future-proofing, where possible, City and third-party utility networks through and adjacent to NEFC.

Figure 15 below provides a comparison between the study area considered in the 2015 Council Report that identified the specific transportation requirements for replacing the Georgia and Dunsmuir viaducts, and the study area now to be considered in supporting the NEFC Plan.

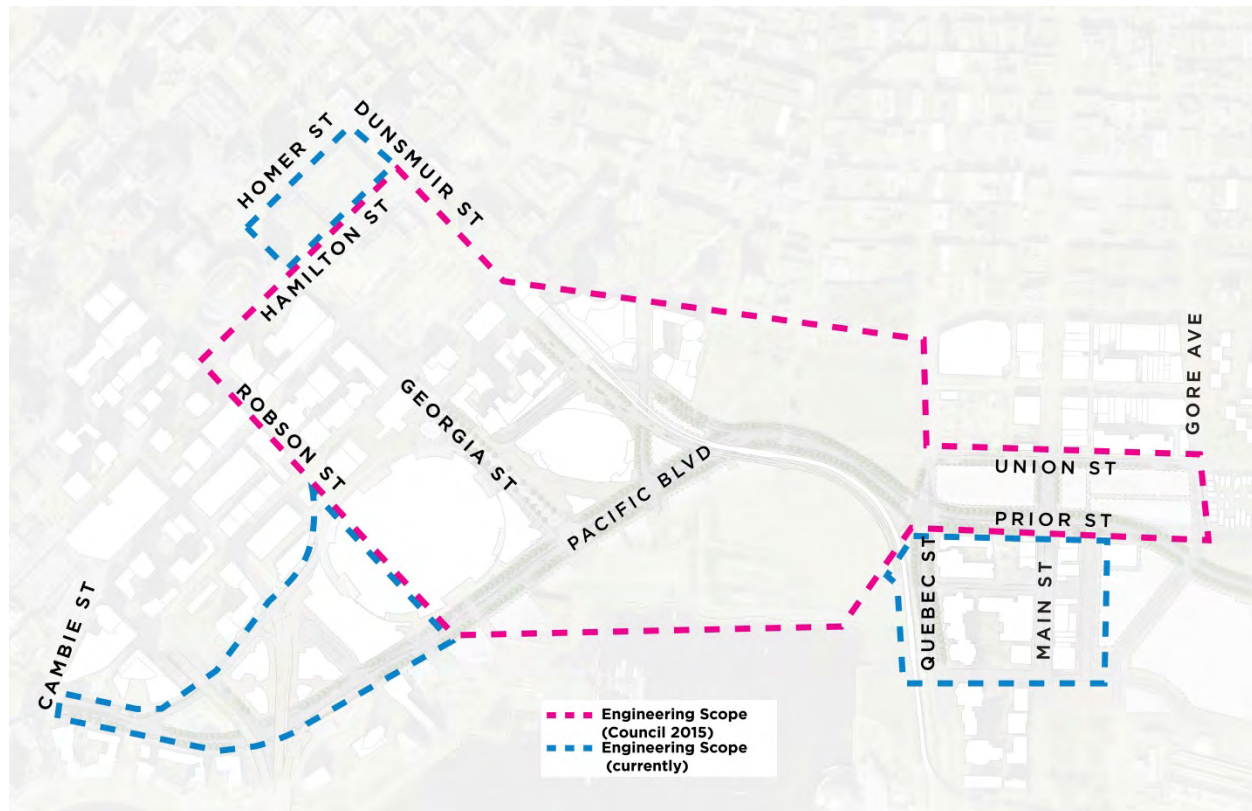


Figure 15 - 2015 Scope vs 2018 Scope

On December 14, 2016, Council approved the contract award to WSP Canada Inc. (formerly MMM Group Ltd.) for the 'Detailed Design of Roads and Utilities in NEFC' (refer to RTS11662). This significant, multi-disciplinary engineering consultancy was required to progress all infrastructure designs (ranging from 5-30% complete) to its current 90% completion in approximately 12 months. Through technical analysis, studies and overall design refinements, a number of project elements have now been confirmed and/or improved. A summary of the project scope required to deliver the necessary infrastructure works to replace the viaducts, referred as the "Viaducts Replacement Project", is outlined in Appendix C. More refined cost estimates and an updated project delivery strategy were also included within WSP's scope and this is summarised in Appendix D.

## 6.1 Replacement Street Network and E/W Arterial Connection to Clark Drive

### 6.1.1 Replacement Street Network

The original scope for the replacement street network presented in Figure 2 of the 2015 Council Report, "Removal of the Georgia and Dunsmuir Viaducts - RTS 11057", remains in scope within the current infrastructure design. However, as outlined in Figure 15, the project boundaries have expanded and subsequently this has increased the scope of changes to the replacement street network as illustrated in Figure 16.



Figure 16 - The new street network in Northeast False Creek

Comprehensive transportation analysis and modelling has continued since the 2015 Council Report with the expanded street network. This iterative refinement and optimisation process of the infrastructure design confirms that the proposed replacement street network can accommodate 100% of the existing traffic within NEFC. Furthermore, the replacement street network offers better performance for all modes, particularly when considering the future development of NEFC.

Infrastructure needs for pedestrians, cyclists and transit users have also progressed through the detailed design. Gehl Architects, an international leader in people-centred urban design, has supported the project team to ensure sidewalk and gathering spaces along the street are appropriate for pedestrian movements, gathering and interaction. Protected cycling infrastructure for people of all ages and abilities (AAA) is also common across the NEFC street network. One change from previous designs is noted, in 2015 staff proposed a non-AAA cycling facility on the Georgia Ramp. Further analysis of anticipated pedestrian volumes on the Georgia Ramp and a progression of the City's requirements for AAA bike facilities identified that there would be insufficient space available to appropriately dedicate space for both travel modes (given the street width constraints created by BC Place and Rogers Arena). City staff have determined that sidewalk space between these two stadia is of more importance and as such have removed the sub-optimal cycling facility on the Georgia Street extension between Beatty Street and Pacific Boulevard. Although this added route was not able to be accommodated, it is recognized that the cycling network throughout NEFC and the proposed Dunsmuir Connection provide ample new and existing route options for active transportation modes through and within Northeast False Creek.



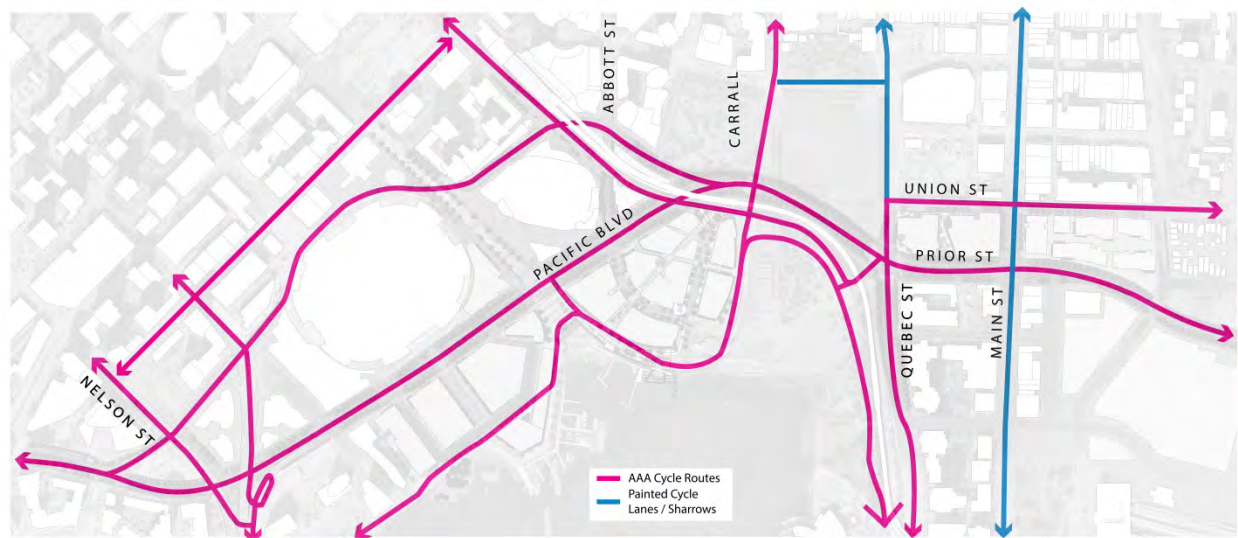


Figure 17 - The cycling network through NEFC

### 6.1.2 Update on Prior Street Design (Quebec Street to Gore Avenue)

In the 2015 Council Report it was identified that City staff will need to continue working with the residents of Prior Street between Quebec Street and Gore Avenue. This is a result of the new street network requiring a change to these two blocks of Prior Street from a local street today (one lane in each direction) to a proposed arterial status (with two lanes in each direction). City staff have continued to work with these residents to ensure a significant and naturalised setback is maintained for improved livability. Figure 18 provides an illustration of the proposed minimum 10.5 m setback detail that provides opportunities for an enhanced greenspace buffer as identified following a balancing of resident feedback.



Figure 18 - An illustrative section showing the proposed setback at 100 Block of Prior Street.

### 6.1.3 False Creek Flats Arterial Connection to Clark Drive

In 2008, the City identified the long-term need to grade-separate the rail corridor between the Port of Vancouver and the False Creek Flats to support Vancouver's role in Asia-Pacific Gateway trade. Since October 2015, staff have been working closely with project partners to identify a route to grade-separate the arterial from the rail line, and also downgrade Prior/Venables Street to a local serving street.

As the City has moved through the alignment exploration process, it has become apparent that all of the options explored to date present challenges for various project partners. The consultation and engagement of the arterial overpass was initially included as part of the *False Creek Flats Area Plan*, but was separated from the planning process when the plan went to Council on May 17, 2017 to allow for more community input into the process.

In early 2018, City staff will be undertaking a Community Panel for the False Creek Flats Arterial. The Community Panel and related public engagement process will provide an opportunity for a deeper conversation that will lead to a preferred arterial alignment that is recommended by the community and best meets the needs of all partners involved.

## 6.2 Goods Movements, Event Operations and Emergency Services

### 6.2.1 Goods Movement

Today, a number of streets within NEFC are designated truck routes (Pacific Boulevard, Expo Boulevard and both viaducts). These links provide connectivity for the movements of goods by vehicles through and within NEFC that can range from small cube vans to large semi-trailers. The design of the proposed street network preserves the current connections present today, accommodates these larger vehicles, and provides additional connectivity and access points - as shown in Figure 19.



Figure 19 - Truck routes in Northeast False Creek



### 6.2.2 Existing Major Business Operators: BC Place, Rogers Arena, Parq Vancouver and Costco

NEFC is home to large entertainment venues such as BC Place, Rogers Arena and the newly opened Parq Vancouver casino, as well as Vancouver's only Costco Warehouse (refer to Figure 20). In addition to pedestrian, cycling and transit connections, these venues also require access from a broad range of vehicles ranging from private vehicles/taxis through to large semi-trailer trucks. City staff have continued to work with operational managers from each of these four businesses/venues to refine the infrastructure design, construction methodologies and event management plans to coordinate their operational needs with the future NEFC street network.



Figure 20 - Major business operators in Northeast False Creek

The future street network will also provide comparable street allocation for taxi stands, pick-up/drop-off areas, tour bus space, and on-street load-in/load-out staging operations (particularly for the two stadia). Off-site staging in existing NEFC surface parking lots will no longer be available due to proposed landowner development. Proposed replacement staging areas are potentially being considered within the False Creek Flats industrial area and/or across the Metro Vancouver region.

### 6.2.3 Emergency Services

Today, emergency vehicles generally avoid using the Georgia and Dunsmuir viaducts as they lack flexibility to re-route in case of an emergency. However, the remainder of the existing at-grade street network within NEFC is utilised by the Vancouver Police Department, Fire and Rescue Services, BC Emergency Health Services, Transport Canada and others. As such, accommodating the movement of emergency vehicles through NEFC is crucial given its location across a large portion of the downtown neck and the close proximity of the future St Paul's Hospital site immediately east of NEFC. The viaducts replacement street network creates a mainly ground-level, flexible and connected transportation network that will provide emergency vehicle access throughout NEFC. In addition, a portion of the Pacific Boulevard road structure will be strengthened to a 'Resilient Roadway' design in creating a post-disaster connection for emergency services between Downtown, BC Place and the future St Paul's Hospital site as shown in Figure 21.

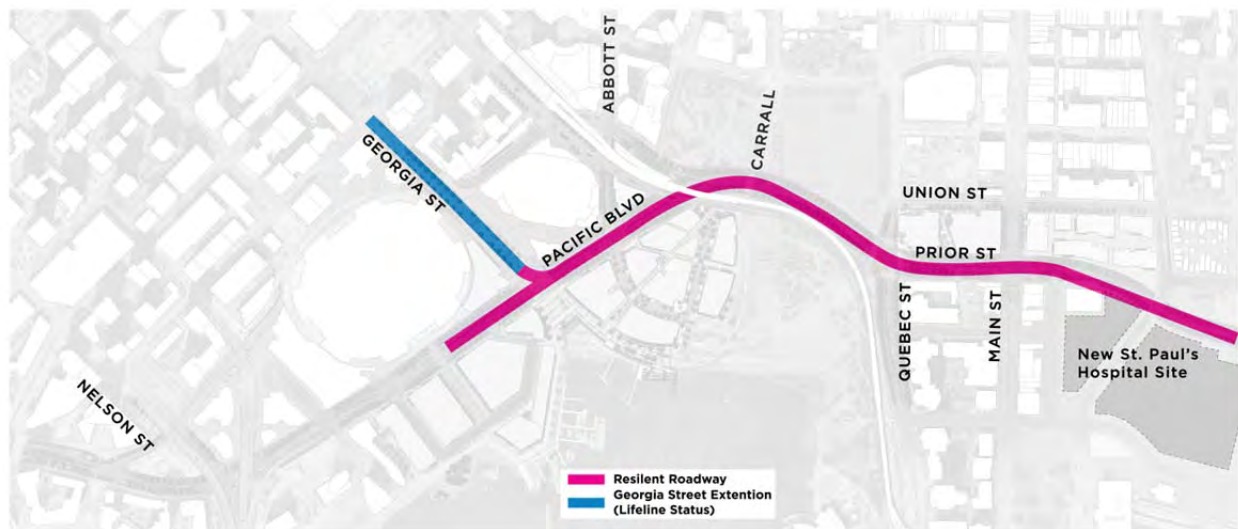


Figure 21 - Overview of Resilient Roadway connection to Georgia Street Extension and BC Place

### 6.3 City and Third-Party Utilities

The expanded project boundaries since 2015 (identified earlier in this report) also create an opportunity to review the utility scope being delivered through the Viaducts Replacement Project. With new Pacific Boulevard works extending further west, and further refinement of the anticipated development, the desire to expand and upgrade utility networks to and through the area became a greater priority, complementing the original utility scope to simply protect-in-place and relocate utilities to suit the new road alignment. Consequently, over the past two years, the utility design has progressed significantly to include a substantial infrastructure delivery program, including 16 different utilities (City and third-party). These works are anticipated to be coordinated through construction as part of a 'dig once' strategy (i.e. eliminating the need for traffic disruptions in the future). Further detail relating to the utility scope can be found in Appendix C.

## 7. LAND EXCHANGE, PARCEL RECONFIGURATION AND RELATED DEVELOPMENT MATTERS

Prior to any future rezonings within this area, significant issues must be addressed with the landowners and the Province. The ability of the City to fund the removal of the viaducts, construct the new street network, address the required environmental contamination issues and obtain the community/public amenity benefits (i.e. park space, seawall, walk/bike bridge, affordable housing, childcare, etc.) are, to a certain extent and in respect of some of the issues, impacted by prior agreements dating back to the original sale of these lands by the Province. Staff will consider existing commitments made by landowners and will be undertaking extensive negotiations with them and the Province over the coming year, in relation to community amenity contributions generated and other landowner obligations.



## 8. PUBLIC CONSULTATION

The NEFC Planning process was a multi-phased process led by the Planning, Urban Design and Sustainability Department. The planning process launched publicly in September 2016 with four distinct phases, each finishing with a broad community check-in. More than 17,000 people at more than 90 events have contributed feedback through the planning process.



Figure 22 - Timeline showing the planning process for the NEFC Plan

Through the NEFC Plan process, a diversity of interests was reflected on a variety of topics included within each chapter of the plan. The following is an overview of the partners and stakeholders involved, please note that engagement with the Musqueam, Squamish and Tsleil-Waututh Nations and Urban Indigenous communities in Vancouver is ongoing:

- Northeast False Creek Stewardship Group
- Park Design Advisory Group
- Area Landowners and Developers
- Residents
- Business owners/operators
- Expert Panel
- Stakeholders:
  - Affordable Housing
  - Arts and Culture
  - Chinatown
  - Events and Entertainment
  - Great Streets
  - Healthy Open Space
  - Hogan's Alley
  - Local Families
  - Parks and Open Space
  - Skateboarding
  - Sustainability

The Northeast False Creek Stewardship Group was appointed by Council at the onset of the planning process. Staff would like to acknowledge that their contributions have been instrumental to the planning process and look forward to continuing to work with them through to the end of the Council term on the implementation of the plan. A summary of the Stewardship Group's input is provided as Appendix H.

## 8.1 Phase 1 - Ideas, Interests + Opportunities

Between September 2016 and January 2017 there were 30 opportunities to engage in the NEFC planning process, reaching over 5,900 members of the public.

The key themes that emerged during this phase were drafted into six Core Community Values:

- *Affordability* - Providing a range of housing options in Northeast False Creek will contribute to a healthy, vibrant and inclusive neighbourhood, a strong downtown and a more equitable city for people with a range of income levels.
- *Vibrancy* - Northeast False Creek will become the new events and entertainment destination in the city – a vibrant and active place to play, work and live - both day and night.
- *Accessibility + Inclusion* - As Northeast False Creek becomes a destination for people locally, regionally and internationally, it will be important to ensure that the area remains inclusive and accessible for all.
- *Connectivity* - Northeast False Creek will continue to evolve as the beating heart of the downtown core - connecting the Central Business District (CBD) and historic neighbourhoods to the waterfront and to each other.
- *Honouring History* - Northeast False Creek is an area with a rich and diverse history. From the original Indigenous inhabitants and vibrant Chinese and Black communities who called Northeast False Creek home, to the railway and industrial movements that helped shape the landscape – the area holds many stories.
- *Creativity in Design* - Ensuring unique and responsive architecture and innovative and inclusive public spaces and parks will help affirm Northeast False Creek's role as an integrated and important part of our city.

These six Core Community Values were used to help develop the Emerging Directions that were the foundation of the second phase of engagement.

## 8.2 Phase 2 - Emerging Directions

Between January and May 2017 there were 27 opportunities to engage in the NEFC planning process, reaching close to 2,800 members of the public. Figure 23 shows the level of support during the community-wide check-in for Phase 2.

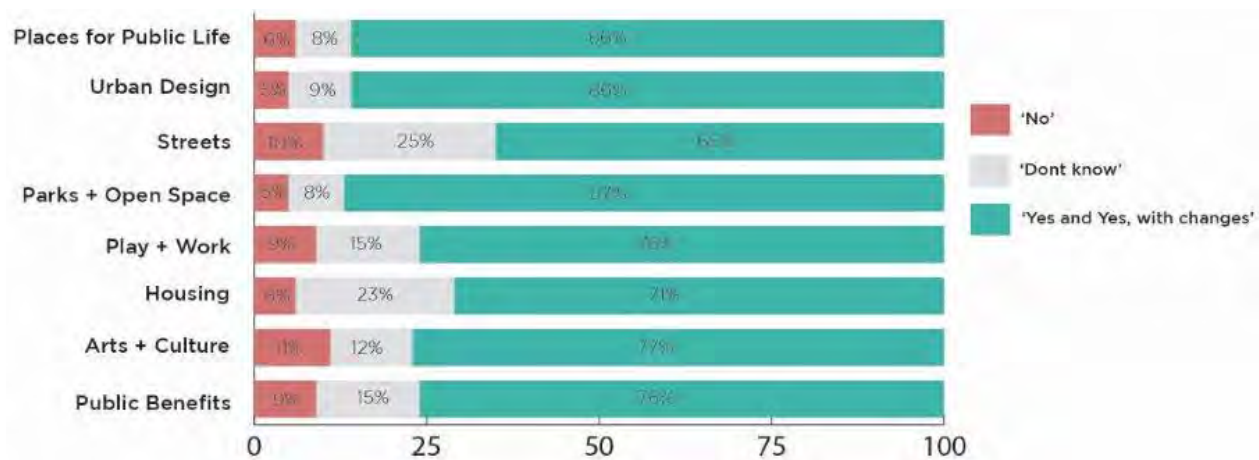


Figure 23 - Phase 2 Engagement Results: Generally, do you feel that the Emerging Directions reflect the current and future needs of the community?

The key themes that emerged during this phase were:

- *Housing and Amenities* - There was significant interest in the provision of affordable, accessible housing for all - with a focus on housing for families, seniors and artists. Additionally, there was strong support for new childcare spaces, schools, recreation centres and other local serving amenities to meet the needs of future residents.
- *Parks + Open Space* - There was significant interest in the proposed size, configuration and programming of the new Creekside Park. The waterfront park was an area of key interest for the First Nations and Urban Indigenous People. The interface between Chinatown and the park's northeast edge surfaced as another key area of interest.
- *Streets and Connectivity* - Enhancing connections to and through Northeast False Creek was a priority for people during the Emerging Directions phase. Safe and easy access for all modes of transportation to Chinatown, the Stadia and points west surfaced as one of the key themes during this phase.
- *Timing* - There was interest in the timing of the Northeast False Creek project - specifically around the demolition of the viaducts, completion of the new street network and timing of the new park.
- *Design + Density* - There was significant interest in what the new development proposed for Northeast False Creek would look like. Interest in the design, density and mix of uses was one of the key themes that surfaced in the Emerging Directions Phase.
- *Waterfront* - There was significant interest in the interface between the new development and the Seawall. There was extensive support and enthusiasm for an active, public waterfront with restaurants, plazas, pavilions and kiosks.

These key themes were used to develop policies for inclusion in the DRAFT Plan released in Phase 3.

### 8.3 Phase 3 - DRAFT Plan

Between June and November 2017 there were 25 opportunities to engage in the NEFC planning process, reaching over 5,500 members of the public. Figure 24 shows the level of support during the Phase 3 community-wide check-in.

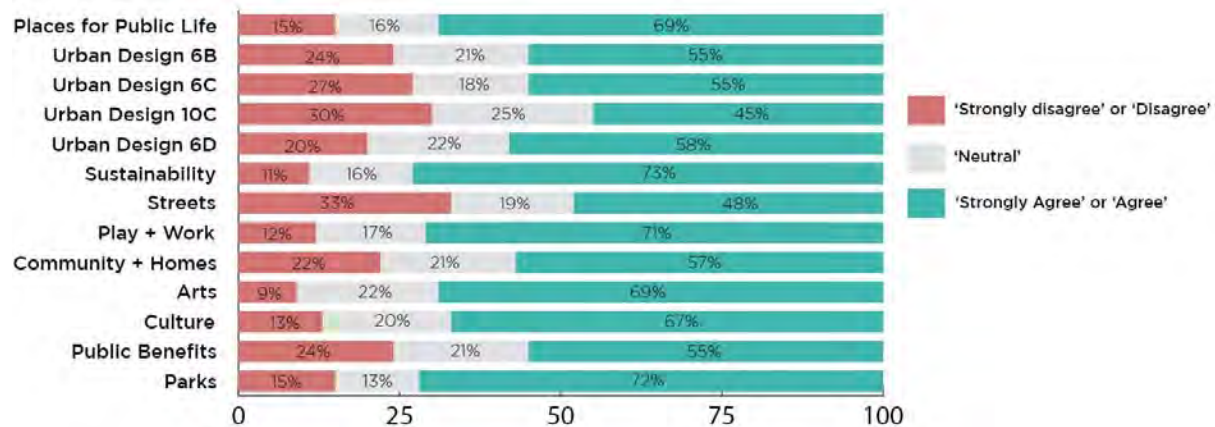


Figure 24 -Phase 3 Engagement Results: Do you agree or disagree with the draft Area Plan policies?

The key themes that emerged during this phase were:

- *Design* - there was significant interest in the density and design of the area including plazas and greenspace, preservation of views, and ensuring that the rich history and diverse cultures in the area are acknowledged during the planning and design processes.
- *Housing and Amenities* - The public focus in this phase was on social housing, provision of market rental for low to moderate incomes, neighbourhood amenities, housing for families and live/work/sell spaces.
- *Streets and Connectivity* - Traffic flow and congestion related to the removal of the viaducts was a key theme in this phase of engagement. This was followed by interest in the proposed cycling network and infrastructure as well as questions about how new public transit service will be integrated in the street design.
- *Experiences* - There was significant interest in the potential 'experiences' available in Northeast False Creek. These included: event, performance and festival spaces, community spaces such as gardens, recreation centres and markets, gathering spaces and plazas and beach and waterfront access.
- *Sustainability* - There was significant support for the sustainability and resiliency policies in the DRAFT Plan. This included support for green building, certification processes, green transportation and planning for resiliency (sea level rise, climate change, earthquakes).
- *Access + Inclusion* - There was significant interest in how the DRAFT Plan would ensure that Northeast False Creek felt safe and welcoming for all people. There was concern around how social impacts of development would be addressed - with a focus on displacement, perceptions of safety and creating vibrant, inclusive spaces for all users.

These themes were used to develop two new chapters in the REFINED Plan:

*Reconciliation and Cultural Redress* - which incorporates policies that highlight the rich cultural history of the Musqueam, Squamish and Tsleil-Waututh Nations and the urban Indigenous, Chinese and Black communities.

*Healthy Community* - which incorporates strategies designed to mitigate and monitor the cumulative social impacts of development. This chapter was developed using the Healthy City Strategy (2014) and City of Reconciliation frameworks as foundations.

#### 8.4 Phase 4 - Refined Plan

Between November 2017 and January 2018 there have been eight opportunities to engage in the NEFC planning process, reaching over 3,100 members of the public to date.

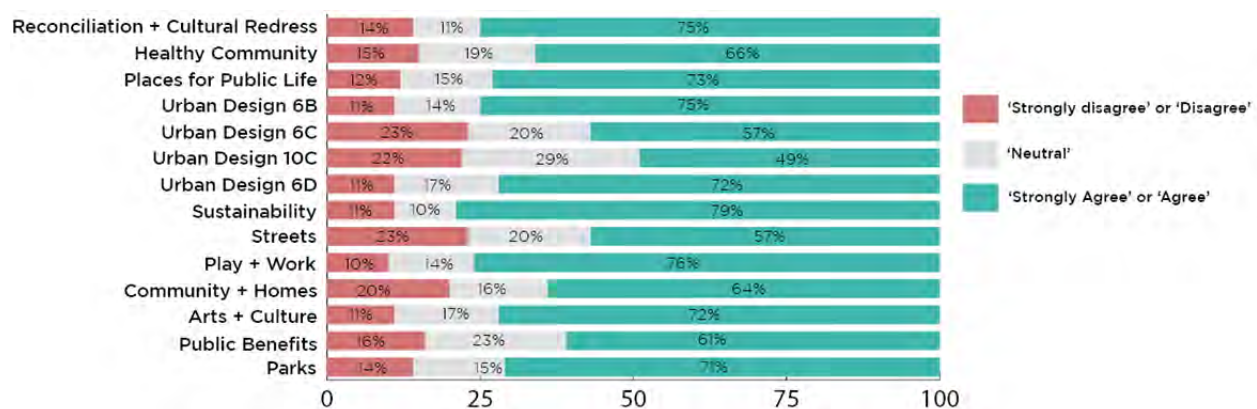


Figure 25 - Phase 4 Engagement Results: Do you agree or disagree with the changes made to the Area Plan policies for NEFC?

The key themes that emerged during this phase were:

- *Timing of everything. E.g. deconstruction, replacement street network, residential development and new park* - event participants were interested in the exact timing of the plan especially given the fact that many people were under the impression that the approval for viaducts removal had already happened. There was significant interest in the construction timeline of the replacement street network, viaduct deconstruction and when new residential developments would be built and available for purchase.
- *Affordable Housing* - event participants wanted exact details on the amount and allocation of affordable housing. This included a strong desire to see more affordable housing and to maximize affordability in all new developments. There was also a desire for the provision of family and seniors housing and an exploration of alternative models such as co-op housing and support for market rental - including priority housing for local workers, first responders, teachers, students and healthcare workers.
- *Traffic Flow* - event participants had a significant number of questions about the impact of the viaduct removal on local traffic flow. Once the replacement street network was explained using the scale model and animated traffic model, the questions and concerns generally turned into support for the plan. Additionally, there

were many questions related to the proposed E/W Arterial alignment. People were directed to the E/W Arterial website and listserv form.

- *Access and Inclusion* – event participants expressed the desire for NEFC to be accessible and inclusive for all. This includes affordable housing, local serving business and accessible amenities (incl. parks, childcare, recreation opportunities, plazas and other public spaces). There were many questions related to the impact on Chinatown and adjacent communities.
- *General positivity around the plan as shown* – event participants were largely positive about the plan and the display materials presented. Staff and applicant teams on hand were able to answer any questions participants had – often turning uncertainty into support.

## 9. IMPLEMENTATION

If Council approves the NEFC Plan, the following timelines could be targeted subject to further Council approval of the forthcoming Implementation Strategy, as well as Council consideration of landowner rezonings:

### 2018-2019

- 18 months of detailed design, planning, negotiations and legal agreements completed for the new street network, private development sites, parks and open spaces, and work on the reconciliation and cultural redress aspects of the NEFC Plan.

### 2019-2021<sup>1</sup>

- Phased replacement of the Georgia and Dunsmuir viaducts with the new streets and critical infrastructure
- Temporary mitigation measures at the southern edge of Andy Livingstone Park to accommodate the new Pacific Boulevard until the renewal of the park

### 2021-2035

- Development of remaining development sites and parks and open spaces

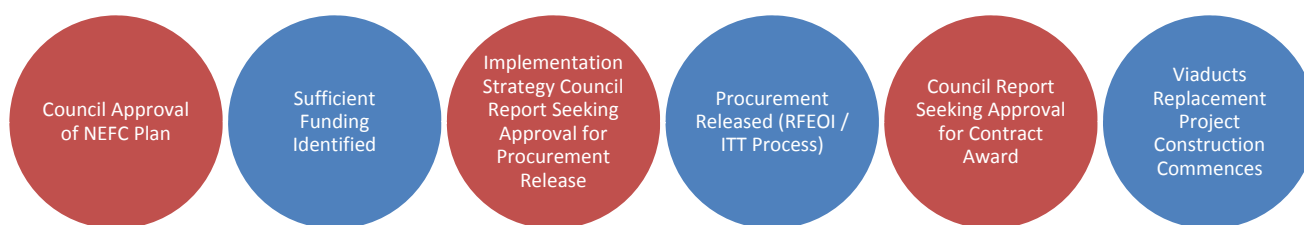


Figure 26 – Proposed Process for Procurement Release and Contract Award

<sup>1</sup> Commencement of the construction procurement is subject to Council's consideration of a future report. The proposed overall process between the NEFC Plan approval, Council's consideration for procurement release, and Council's approval to award the contract to start construction is provided in Figure 26.



## 10. FINANCIAL IMPLICATIONS

As reported to Council in October 2015, the City anticipates that the NEFC Public Benefit Strategy, including the Viaducts Replacement Project, will be funded through development-related revenues, sale or lease of lands in Northeast False Creek and City-owned blocks east of Quebec Street, senior government contributions, and other strategic partnerships:

- **Prioritize the use of development contributions:** The Viaducts Replacement Project involves reshaping the transportation infrastructure in this part of the city to better meet the needs now and into the future, based on key guiding principles from Transportation 2040. It is a project that meets eligibility criteria for development contributions.
- **Align major capital work with development as much as practical:** As development revenues are generated over time, to minimize short to mid-term financing requirements, staff will strive to align the major capital work with development contributions as much as practical, and develop a viable financial and procurement strategy for Council's consideration.
- **Maximize the use of partner funding to support the Viaducts project:** A number of specific project components will be cost-shared with non-City utility providers (e.g. BC Hydro, Terasen, Telus, etc.) and the Province through their involvement in environmental remediation. In addition, the Viaducts Replacement Project may be eligible for funding from Federal and/or Provincial government programs. Staff will continue to pursue these opportunities.

### 10.1 Public Benefits Strategy

The City prepares a Public Benefits Strategy (PBS) as an accompaniment to a local area community plan. A PBS provides strategic direction for future investments in a community over the long term (typically 25-30 years). It includes key categories of amenities and infrastructure that support livable, healthy and sustainable communities including: affordable housing, childcare, parks & open spaces, community facilities, civic facilities, transportation and utilities. Some investments focus on service and program delivery at the local level, while others contribute significantly toward the network of district-serving, city-serving and even regional-serving amenities and infrastructure beyond the local area boundaries.

The PBS, as outlined in the Northeast False Creek Plan, contains long-term aspirational goals with an estimated value of approximately \$1.7 billion. About 90% is targeted to new or upgraded amenities and infrastructure, including \$360 million for the viaducts deconstruction and replacement with an at-grade street network. As a general rule, renewal of existing amenities and infrastructure is typically funded from property taxes and utility fees ("City Contributions"). Provision of most new or upgraded amenities and infrastructure to support growth is typically funded through development ("Development Contributions"), which include cash contributions and in-kind contributions (e.g. amenity space built by developer and turned over to the City). Both City and development contributions can be expected to be augmented by financial and/or in-kind contributions from senior governments and non-profit partners ("Partnership Contributions").

The City anticipates that the Northeast False Creek PBS will be largely funded through development-related revenues, sale or lease of City owned lands in Northeast False Creek, senior government contributions, and other strategic partnerships. The timing and delivery of public benefits in Northeast False Creek are dependent upon rezoning applications from

landowners and support from partners including non-profits and senior governments. The prioritization of public benefits will be:

- Viaducts replacement and critical infrastructure to support growth in the area and mitigate impacts to adjacent communities
- Secure land to deliver affordable housing and construct new parks
- On-site amenities: delivered on-site during construction
- Off-site amenities: funded through development, located outside of the development (e.g. heritage, non-profit space, etc.).

Table 1: NEFC Public Benefits Strategy Cost Estimate

Category	Renewal	New or Upgraded	TOTAL
Affordable Housing	-	\$603M	\$603M
Childcare	-	\$30M	\$30M
Parks & Open Space	-	\$251M	\$251M
Community Facilities	-	\$194M	\$194M
Civic Facilities	\$61M	\$41M	\$102M
Transportation	-	\$269M	\$269M
Utilities	-	\$67M	\$67M
Environmental Remediation	-	\$170M	\$170M
Heritage	\$15M	-	\$15M
<b>Total</b>	<b>\$76M</b> 4%	<b>\$1,625M</b> 96%	<b>\$1,701M</b>
Local-Serving	-	\$79M	\$79M
District-Serving	\$48M	\$1,228M	\$1,276M
City-Serving	\$28M	\$318M	\$346M

<sup>1</sup> The \$1.7B gross cost estimate includes some amounts that are anticipated to be recovered through partnerships and agreements with third-party utilities.

<sup>2</sup> The estimated cost of Viaducts Replacement (\$360 million) is included within the above categories: Parks & Open Space, Transportation, Utilities and Environmental Remediation

The Northeast False Creek PBS is an aspirational strategy that reflects the needs and desires of the community through the Area Plan. It is intended to provide strategic direction to guide the City (including City Council and Park Board) in making investment decisions on the necessary infrastructure and public amenities in Northeast False Creek over the next 20 years. The City's fiscal capacity (e.g. the public's appetite for property tax, utility and user fee increases and debt financing capacity), timing of development contributions, emerging opportunities (e.g. federal or provincial infrastructure funding programs), and evolving needs in this community and across the city will determine the specific infrastructure and amenities that will be delivered incrementally over the long-term. As such, the PBS will be reviewed and refined periodically and it will be integrated into the City's mid- to long-range Capital Strategic Outlook, 4-year Capital Plan and annual Capital Budget for prioritization and funding consideration on a city-wide basis.

Certain areas like housing, childcare, social and cultural programs that build on innovative partnerships with senior levels of government, charities, and non-profit organizations will require strategic alignment and coordination with partner entities.



Capital investments, especially for new and/or upgraded amenities and infrastructure, often result in ongoing financial implications associated with programming and facility operation, maintenance and rehabilitation. The budget impact will likely be added incrementally over the life of the Plan as projects get implemented.

## 10.2 Capital Cost to Remove the Viaducts

As noted in the 2015 Council Report, the replacement of the viaducts provides an opportunity for significant transformation of the community, including new development and associated public amenities as noted in the report.

The project costs summarised in Table 2 represent the estimated costs of the infrastructure works associated with the replacement of the viaducts, which include the estimated costs of all structural, utility and street-related work required to achieve the proposed transportation network, and associated changes to the park systems and associated soil remediation work as it relates to these infrastructure works. They exclude items that are typically associated with the development of the lands in NEFC which includes new streets and utilities to serve the new development, a new seawall and waterfront park, new public amenities contemplated as part of the development (e.g. affordable housing and childcare), and environmental remediation work related to the development of these lands. All development-related work and costs are provided in the Public Benefits Strategy of the NEFC Plan, provided in Appendix A.

The project cost of replacing the viaducts and associated work is estimated at \$360 million, including both city and third-party costs. Approximately 80% of the cost is related to the engineering-related items such as structures, streets and utilities, with the remaining 20% relates to parks, environmental remediation and non-city utilities.

Significant progress has been made since the 2015 Council Report with infrastructure designs progressing from a preliminary level (e.g. 20-30% complete) to a detailed level (e.g. 90% completed). The cost estimate has also subsequently been more refined as detail has progressed in providing more certainty of the project budget. Generally, a 15% contingency has been factored into the estimates; however, some specific scope items have individual contingencies greater than this (such as the Sub-area 10C parkade). This estimated cost has been vetted by a costing consultant and reviewed by an independent advisory team with heavy civil construction experience.

The 2015 Council Report estimated the project capital cost at \$180-200 million. Over the past two years the project scope, delivery approach and cost has changed resulting in a current \$360 million estimate (noting that this includes scope that the City anticipates or intends to be recovered from Non-City parties). This change in cost can be broadly categorised into the following three areas.

### 1. Increased Project Scope

Since 2015, the project understanding has matured significantly as the NEFC Plan has been developed and detailed design has progressed from 20-30% to 90% complete. This has led to more refinement of infrastructure design, additional landowners being considered as part of the Viaducts Replacement Project, and additional project requirements. This additional scope includes:

- The inclusion of Sub-area 6B (owned by Canadian Metropolitan Properties) as part of the infrastructure coordination requirements;
- The two-waying of Pacific Boulevard west of the new Georgia Ramp to improve vehicle circulation in NEFC;
- The focus for the Viaducts Replacement Project shifting from minimal transportation network changes to a street network that better supports and enhances the NEFC Plan; and
- The addition of new City policy objectives since 2015 to be considered within the infrastructure scope (e.g. Green Infrastructure).

## 2. Upfront Costs for Third- Parties (Utilities and Developer Obligations)

Previous Council reports for NEFC have assumed that the infrastructure works would be delivered as a coordinated approach between the City, developers and third-party utilities. One example of this traditional approach is that the City usually has third-party utility companies come and undertake their own necessary works (and the third-party covering their own costs) and coordinate with City crews or the City's contractor. A second example is that developers are usually responsible for delivering their own off-site civil works as a cost of development.

Over the past two years, the complex nature in delivering the street and utility works under a traditional approach (with other parties being responsible for funding and delivering their infrastructure) has identified a challenge in being able to undertake and coordinate different construction crews on site while minimising public impact. Such an inefficient construction delivery approach, for a project of this size, would lead to a longer construction project and ultimately increase project costs. It is therefore proposed that all infrastructure works associated with the Viaducts Replacement Project would be delivered by one overarching contractor engaged by the City to perform all necessary works - including those that would traditionally be coordinated and delivered by third-party utility companies and/or developers. Any costs identified as the responsibility of others would need to be recovered through an agreement(s) (still to be negotiated), with appropriate progress payments to the City to ensure project cashflow is not significantly impacted.

## 3. Refined Cost Estimate

The 2015 cost estimate of \$180-200 million was based on a 'Class D' estimate which is at a conceptual-level and is based on project scope and functional requirements based on unit rate analysis. Since then, the progression of detailed design has resulted in a more refined and certain 'Class B' cost estimate. This current estimate is based on advanced project design that considers detailed project specifications and an improved understanding of site requirements.

Table 2 - Summary of project costs

Category	Key elements	2018 Class B Estimate	2015 Class D Estimate
<b>Structural</b>	<i>Removal of existing viaducts<sup>1</sup> and construction of new structures</i>	\$96 million	\$73 million
<b>Streets</b>	<u>2015 Scope:</u> <i>construct new Pacific Blvd (Georgia - Gore) and associated works</i>	\$14 million	\$10 million
	<u>New Scope:</u> <i>addition of new Pacific Blvd west of Georgia; inclusion of Great Street design and resilient roadway; coordination with new St Paul's Hospital and future streetcar</i>	\$45 million	Not included
<b>City Utilities</b>	<u>2015 Scope:</u> <i>relocation of existing City utilities</i>	\$13 million	\$9 million
	<u>New Scope:</u> <i>increased resiliency of City utilities; inclusion of green infrastructure and City telecommunications; increased focus on network upgrade opportunities</i>	\$8 million	Not included
<b>Traffic Management</b>	<i>Detours and rerouting during construction period</i>	\$7 million	\$4 million
<b>Sub-total 1 (hard &amp; soft costs)</b>		<b>\$183 million</b>	<b>\$96 million</b>
<b>Parks</b>	<i>Interim Skateboard Park and changes to southern edge of Andy Livingstone Park</i>	\$3 million <sup>2</sup>	\$14-24 million
<b>Environmental Remediation</b>	<i>Remediation and management of environmental contamination under proposed new streets; allocation of potential relocation of groundwater treatment facility</i>	\$21 million	\$16-21 million
<b>Non-City Utilities</b>	<u>2015 Scope:</u> <i>City contribution to relocation of non-City utilities (e.g. electricity, gas and communications)</i>	\$1 million	\$1 million
	<u>New Scope:</u> <i>change in strategy for project to deliver third-party utility scope (and be cost recovered from owners/development costs); increased resiliency of utilities; increased focus on network upgrade opportunities</i>	\$23 million	Not included
<b>Sub-total 2 (hard &amp; soft costs)</b>		<b>\$48 million</b>	<b>\$31-46 million</b>
<b>Sub-total 1&amp;2 (hard &amp; soft costs)</b>		<b>\$231 million</b>	<b>\$127-142 million</b>
<b>Project planning, studies and public engagement</b>		<b>\$44 million</b>	<b>\$7 million</b>
<b>Construction allowance &amp; contingency</b>		<b>\$85 million</b>	<b>\$46-51 million</b>
<b>TOTAL CAPITAL COST TO REMOVE VIADUCTS</b>		<b>\$360 million<sup>3</sup></b>	<b>\$180-200 million</b>
<b>Additional items covered by third parties</b>	<i>Third-party contribution to relocation of non-City utilities (e.g. electricity, gas and communications)</i>	N/A – considered within project costs	\$8 million

## Notes:

1. Further seismic assessments completed in 2017 recommend full removal of the Dunsmuir Viaduct.
2. 2015 Conceptual Plan did not consider a full renewal of Andy Livingstone Park. The scope of this full renewal is outlined in Section 5 of this report. The 2017 cost estimate therefore identified in Table 2 reflects only the costs associated with the construction of the new street network that impacts Andy Livingstone Park.
3. As the detailed design progresses beyond 90% complete and final details become certain, further discussions with partner agencies (eg. Translink, FLNRO) are required to ensure construction impact mitigation strategies and monitoring/oversight requirements during the construction phase have been budgeted appropriately.

Should Council approve the NEFC Plan, the Viaducts project will become a major project in the upcoming 2019-2022 Capital Plan. Formulation of the financial and procurement strategy is underway, which will be informed by various site rezoning applications as well as agreements to be reached with various NEFC landowners, the Province, various utility companies and other parties. These negotiations are ongoing and staff intends to report back to Council with an update in mid-2018 on the progress of this work.

### *Public/Civic Agency Input*

Between October 2016 and November 2017, the NEFC project team presented to and gathered input from 20 Council and Park Board appointed Citizen Advisory Committees and provided an update and additional chance to provide feedback at a Council of Councils session in October 2017.

- Northeast False Creek Stewardship Group
- Park Design Advisory Group
- Cultural Communities Advisory Committee
- Vancouver Fire Rescue Services Advisory Committee
- Public Art Committee
- LGBTQ2+ & Trans\* and Gender Variant Inclusion Committees
- Urban Aboriginal Peoples Advisory Committee
- Women's Advisory Committee
- Heritage Advisory Committee
- Persons with Disabilities Advisory Committee
- Renters Advisory Committee
- Seniors' Advisory Committee
- Vancouver City Planning Commission
- Arts and Culture Policy Council
- Vancouver Chinatown Revitalization Committee
- Chinatown Historic Area Planning Committee
- Urban Design Panel
- Active Transportation
- Civic Asset Naming Committee
- Transportation 2040

Over 120 Advisory Committee members were consulted on the process. Feedback gathered at these sessions was incorporated into the Emerging Directions Report, Draft Area Plan and Revised Area Plan.

### *Implications/Related Issues/Risk*

#### **1. Environmental**

The NEFC area was partially constructed on land infilled to increase the size of the foreshore area and was occupied by heavy industry for nearly 100 years, resulting in area-wide contamination of soil, groundwater, and sediments. Significant environmental testing of the NEFC area was completed in the 1980s and 1990s but data gaps exist due to changes in environmental regulations and to development plans.

On lands in False Creek North that were previously owned by the Province and sold to Concord Pacific, risk management of contamination has been utilized as a remediation approach and is accepted by the Province of BC, through the Pacific Place Remediation Group and the BC Ministry for Forest, Lands, Natural Resource Operations and Rural Development.

Substantial on-site testing has been undertaken specifically along the proposed street network and the estimated cost for the Viaducts Replacement Project includes a detailed understanding of the contaminated soil management and disposal required to deliver these infrastructure works.

For Concord Pacific's development sites, there are existing legal agreements and remediation plans between Concord Pacific Development Ltd., the Province, and the City. The Province is responsible for remediation costs associated with Concord Pacific's development of Sub-area 6C over those lands presently owned by Concord Pacific that they purchased from the Province and the Province has the right to relocate, subject to City agreement on quantities and location, contaminated soil from Concord Pacific's Area 6C and the Abbott Street Outfall into Creekside Park, or within certain City lands designated as road. All other contaminated material and soil that is not geotechnically suitable for reuse will need to be removed offsite for disposal.

Further environmental assessments are required within all development lands and parks; however, conservative estimates of costs to manage contaminated material within these sites have been included in the financial analysis and Northeast False Creek Plan's Public Benefit Strategy.

### **CONCLUSION**

This report seeks Council approval for the Northeast False Creek Plan. The Plan is a transformative project that will result in one of Vancouver's most significant city-building opportunities in a generation. It provides a path forward toward a future without the viaducts and an opportunity to reconnect through reconciliation, replacing the Georgia and Dunsmuir viaducts with strong cultural, social and physical linkages.

The Plan is an outcome of an extensive 18-month consultation process with stakeholders, experts, and residents that has garnered substantial public support and momentum.

The next steps will be to bring forward amendments to the False Creek North Official Development Plan, an implementation strategy and site-specific rezoning applications to Council in 2018.

\* \* \* \* \*



# NORTHEAST FALSE CREEK Plan





The Northeast False Creek Plan provides an opportunity to reconnect through reconciliation, replacing the Georgia and Dunsmuir viaducts with strong cultural, social and physical linkages.



## CONTENTS


1	Introduction .....	5
2	Guiding Principles .....	8
3	History .....	11
4	Reconciliation and Cultural Redress.....	19
5	Community Context .....	25
6	Planning Process .....	33
7	Plan Summary .....	45
8	Healthy Community .....	49
9	Places for Public Life .....	55
10	Urban Design .....	65
11	Sustainability and Resiliency .....	87
12	Streets and Connectivity.....	95
13	Play and Work.....	115
14	Parks .....	123
15	Community and Homes.....	131
16	Arts and Culture .....	141
17	Utilities and Services .....	149
18	Public Benefits Strategy .....	159
19	Implementation and Monitoring.....	167





Aerial view of Northeast False Creek with Stanley park and the North Shore mountains in the background.



An aerial photograph of a coastal city, likely Vancouver, showing a dense urban area with mountains in the background and a large body of water in the foreground. A large ship is visible in the water, and a green rectangular area is highlighted on the shoreline.

# 1 INTRODUCTION

The Northeast False Creek Plan will act as a framework for guiding new growth, development and public investment within Northeast False Creek. The Plan will be implemented over the next 20 years through development, partnerships and City initiatives.



## 1.0 INTRODUCTION

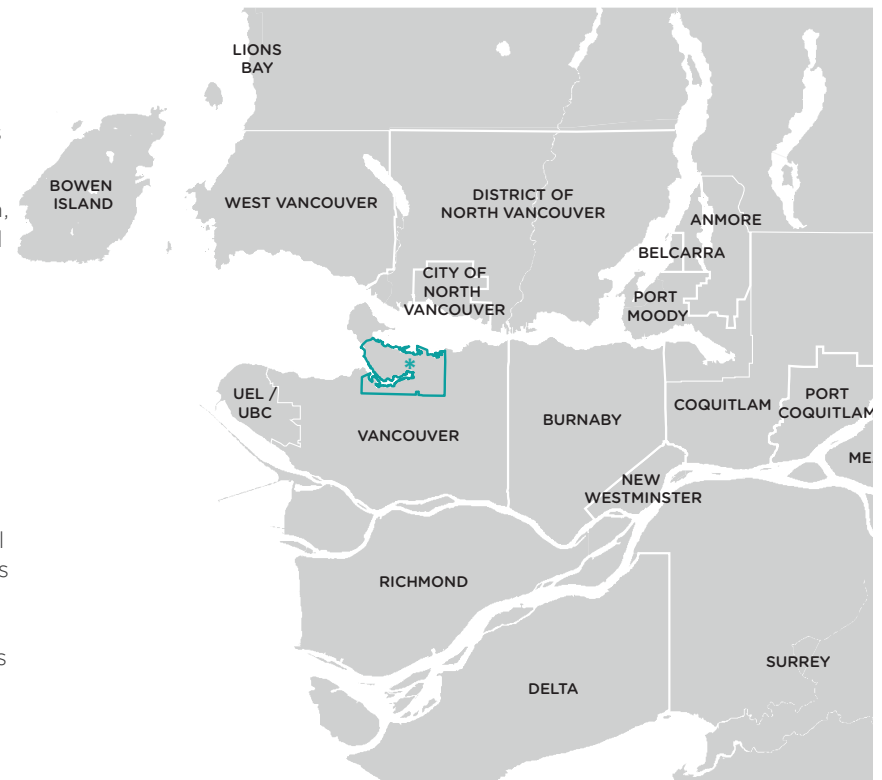
In 2015 Vancouver City Council chose to move forward with a plan to replace the Georgia and Dunsmuir viaducts with a new complete street network that would better serve the area. This decision is dependent on a new Plan for Northeast False Creek. This new plan will reconnect the downtown, historic communities of the Downtown Eastside, Chinatown, Citygate and communities to the south, to an inclusive and convivial new waterfront.

The Northeast False Creek Plan will act as a framework for guiding new growth, development and public investment within Northeast False Creek. The Plan will be implemented over the next 20 years through development, partnerships and City initiatives.

Northeast False Creek represents approximately 58 hectares of mostly undeveloped land along downtown's False Creek waterfront. This is equivalent to approximately 10% of the downtown peninsula (not including Stanley Park). As Vancouver continues to grow, demand increases for mixed housing and job space, along with the parks, open spaces and amenities that are needed to support a livable and vibrant new community.


The Plan complements City initiatives on liveability, affordability, environmental and social sustainability, economic and cultural vitality and other improvements to the health and well being of Vancouver residents. The Plan focuses on people and our urban environment, addressing infrastructure in our daily lives: housing that is too expensive, climate change and resilience, heritage resources that are at risk, local businesses that are struggling and the need for arts and culture opportunities, and public amenities that support our growing population to connect with each other and the spaces around them. Not addressing these challenges will undermine our quality of life.

Northeast False Creek represents an opportunity to embrace the rich culture and history of the area, local assets and access to water, to establish a new community that represents a step forward in city-building and knits the east and west sides of Vancouver together. The planning process challenges our traditional design practices through innovation and learning from new ideas that can ultimately establish a new place of inclusivity, accessibility and community celebration. Northeast False Creek provides an opportunity to showcase how sustainability can be woven into building, park and public realm design to benefit residents, visitors and the environment.



\*Northeast False Creek is at the centre of Vancouver's Metro Core, a regional hub for business and culture.



 Northeast False Creek  
Plan Boundary



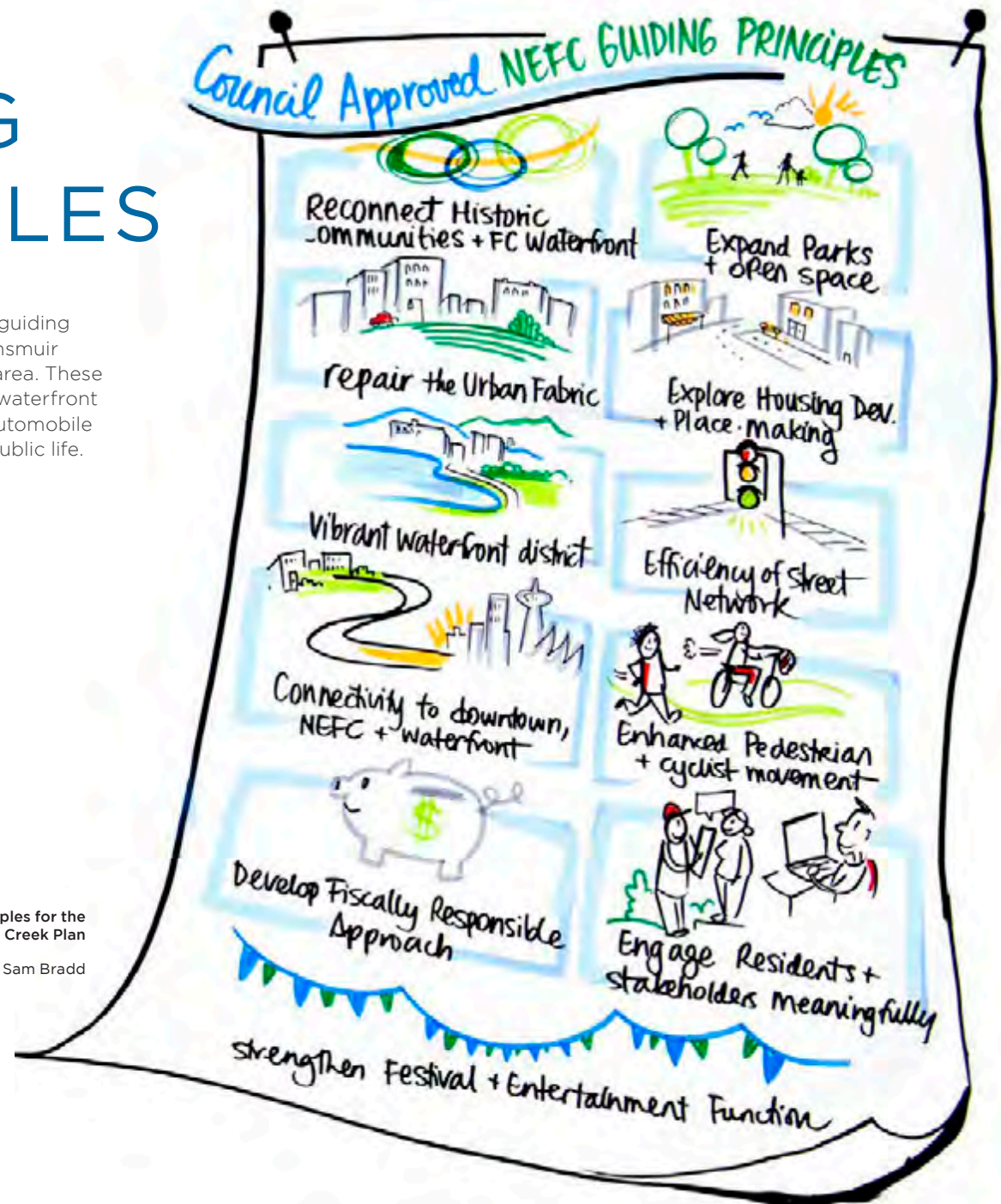


# 2 GUIDING PRINCIPLES

In October 2015, Vancouver City Council approved 11 guiding principles for the replacement of the Georgia and Dunsmuir viaducts and the surrounding Northeast False Creek area. These principles inspire the creation of a diverse and active waterfront neighbourhood, shifting the balance away from the automobile dominated landscape to one focusing on improving public life.

11 guiding principles for the  
Northeast False Creek Plan

- Illustration by Sam Bradd



## COUNCIL APPROVED GUIDING PRINCIPLES

### 1. Reconnect Historic Communities and the False Creek Waterfront.

The Viaduct structures, combined with the SkyTrain guideway, create a physical and visual barrier between the historic communities of Chinatown, Gastown, Strathcona, Thornton Park, Victory Square, the DTES Oppenheimer District and the False Creek waterfront. Removal of the viaducts provides an opportunity to rethink how these communities connect to the water and each other.

### 2. Expand Parks and Open Space.

Increase the amount of parks and open space in current plans. Removal of the viaducts and a more efficient street network (combination of Pacific and Expo Boulevards, closure of a portion of Union and Carrall Streets) results in a potential park increase of 13% (approx. 3 acres) and presents the possibility of a more coherent open space system with greater flexibility for a variety of programming opportunities. A Dunsmuir 'elevated plaza' and open space on the Hogan's Alley block may provide additional park spaces.

### 3. Repair the Urban Fabric.

Forty years ago, buildings on the blocks between Quebec and Gore Streets were demolished to make way for the viaduct structures. Removal of the viaducts allows for restoration of shops and services along the Main Street corridor and the mixed-use development of the two city-owned blocks.

### 4. Explore Housing Development and Place-Making Opportunities on the City Blocks.

Utilizing a building form and development pattern consistent with the historic community of Chinatown (to the north) and the more contemporary buildings of the Creek (to the south), the City-owned blocks could generate approximately 850,000 square feet of density, potentially representing 1,000 units, including 200-300 affordable housing units, depending on the final density and unit mix. Ongoing planning must find ways to remember the historic neighbourhood of Hogan's Alley. Building heights, density, unit mix, uses, open space patterning and other potential public benefits will be refined through further study and consultation with the neighbouring communities.

### 5. Create a Vibrant Waterfront District.

Ensure that future build-out of the area creates a mixed-use entertainment, recreational and residential district considering urban design principles such as view cone protection and providing a strong urban edge to the new Creekside Park extension.

### 6. Increase Efficiency of the Street Network.

By replacing the Georgia and Dunsmuir Viaducts with a new network of at-grade streets. The replacement street network requires a two-way connection, suitable for essential movement of goods, especially between the Eastern Core area and downtown, and reduces traffic along Prior Street.

### 7. Improve Connectivity between Downtown, Northeast False Creek and the Waterfront.

The replacement street network would retain sufficient goods movement routes to and from the downtown, maintain vehicular capacity, provide new opportunities for bus transit routing and better integrate future development of NEFC and surrounding communities to downtown.

### 8. Enhanced Pedestrian and Cyclist Movement.

The Dunsmuir Viaduct currently provides a direct east-west connection for cyclists between the Adanac bike route and Dunsmuir bike route through the downtown core. The future network of streets and pedestrian and cyclist pathways would improve through the use of a ped/bike bridge or other means.

### 9. Develop a Fiscally Responsible Approach.

Consider the short- and long-term financial implications of redeveloping the area and ensure an equitable sharing of costs and benefits between the City, the Province and private landowners/developers.

### 10. Engage Residents and Stakeholders in a Meaningful Way.

Do all of the above while consulting the public and other stakeholders in a meaningful way at all stage of the planning process including design of the engagement process.

### 11. Strengthen the Festival and Entertainment Function of the Area.

Acknowledge the importance of BC Place and Rogers Arena and improve access, loading and event management plans to ensure that these facilities continue to function efficiently.



False Creek near Science World during Expo 86  
(Credit: City of Vancouver Archives)







# 3 HISTORY

Today, Northeast False Creek is a largely undeveloped portion of downtown's False Creek waterfront. The history of this area is diverse and plays an important role as part of Vancouver's evolving story.

## 3.0 HISTORY



First Nations canoe race in Burrard Inlet, 1890 (Credit: City of Vancouver Archives)

### 3.1 MUSQUEAM (xʷməθkʷəy̓əm), TSLEIL-WAUTHUTH (mi ce:p kʷətɬwɪləm) AND SQUAMISH (Skwxwú7mesh Úxwumixw)

Vancouver is situated on the unceded traditional homelands of the Musqueam, Squamish, and Tsleil-Waututh Nations.

The False Creek area was heavily used for fishing, harvesting and hunting by these Nations. Each Nation had their own relationship to the area, including their own place names and uses for the lands and resources.

Vancouver is also home to First Nations, Métis and Inuit from across Canada, and Indigenous Peoples from around the world.



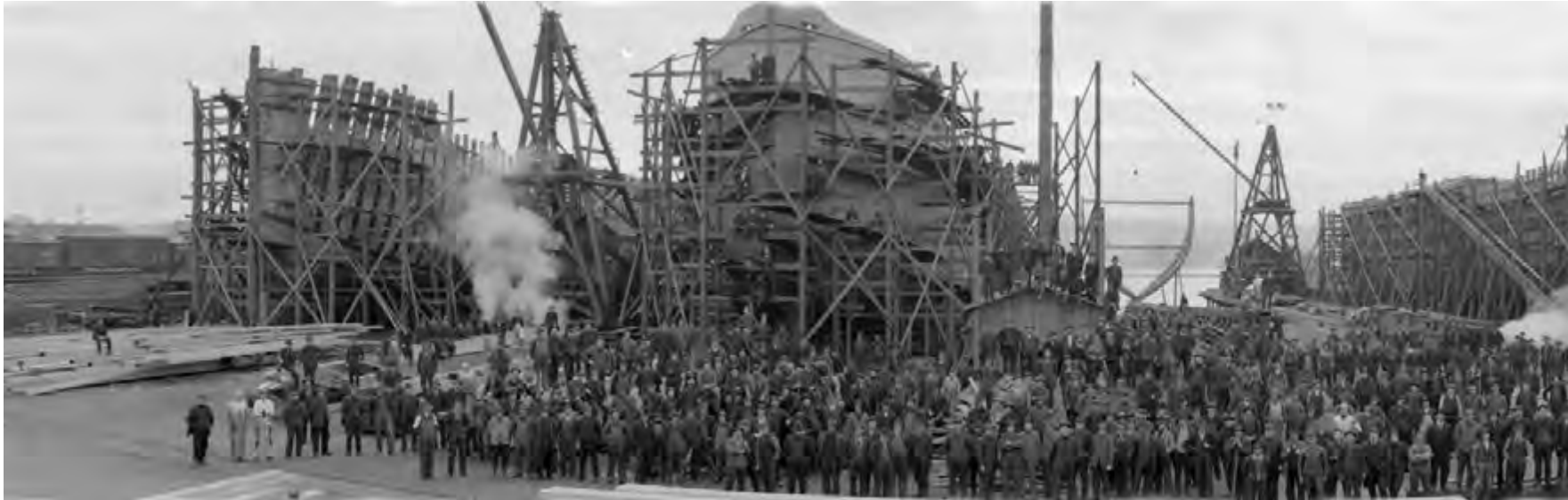
View from the original Georgia Viaduct looking north (Credit: City of Vancouver Archives)

### 3.2 CANADIAN PACIFIC RAILWAY

The decision of the Canadian Pacific Railway (CPR) to locate its western terminus in Vancouver in 1886 turned a one-block long logging outpost, known as Granville, into a city and provided a link to the rest of Canada. The CPR built its roundhouse, repair shops and tracks on the False Creek mud flats – now the site of Roundhouse Community Centre on Pacific Boulevard.

The first Georgia Viaduct opened on July 1, 1915, designed to carry traffic over the Canadian Pacific rail yards on the north shore of False Creek, as well as over an arm of False Creek that came up to Columbia and Keefer Streets.

Major railway expansion in False Creek took place during the First World War, bringing significant changes in the configuration of the Creek. The shallow east end of the waterway was filled in east of Main Street to provide marshalling yards and sites for the terminal station of the Great Northern Railway and the Canadian Northern Pacific Railway.



Western Canada Shipyards during WW1 (Credit: City of Vancouver Archives)

### 3.3 INDUSTRIALIZATION OF FALSE CREEK

The decision of the CPR to build its roundhouse and yards on the north shore of False Creek gave the basin a tremendous lift, and it soon rivalled Burrard Inlet as the city's industrial centre. By 1900 piggeries, slaughter houses, boat builders, lumber mills and other industries were appearing along the shores of False Creek.

During the First World War Vancouver had two major ship building plants, one on each side of False Creek. By the 1920s False Creek was ringed with sawmills, their beehive burners and brick stacks belching forth endless plumes of smoke. The forest industry was declared a war industry and put under the control of the federal government.

The 1940s brought a new demand for resources and war materials that fuelled growth in Vancouver through the years of the Second World War and beyond. The city suddenly became a ship building and war industry centre and tens of thousands of new workers were employed in the industries.



West Coast Ship Building during WW2 - with City Hall in the background (Credit: City of Vancouver Archives)



Millennium Gate in Chinatown

### 3.4 CHINATOWN

Between 1886 and 1920 Vancouver's Chinatown developed into a budding neighbourhood. Early Chinese immigrants arriving in Vancouver were railway workers, whose efforts in building the Trans-Continental Railway are recognized as a National Historic Event. By 1890, Chinatown had more than 1,000 Chinese residents.

1923 saw immigration to Canada closed for the vast majority of Chinese with the passing of the Chinese Exclusion Act. This Act, combined with the Great Depression in the 1930s lead to a decline in the city's Chinese population.

Through the efforts of Wong Foon Sien (declared a National Historic Person in 2008) on behalf of Chinese war veterans, the 1923 Act was repealed in 1947 and Canadian citizenship was granted to Chinese-Canadians. The BC Legislature returned the right to vote to the Chinese that same year. With immigration restrictions removed, Chinatown flourished.

Throughout the 1960s and 70s Chinese organizations, led by Strathcona, fought the threat posed by freeway construction and urban renewal projects in the area. In 1971 Chinatown was designated a historic district, which continues to protect remaining buildings.

Beautification projects were underway in the 1980s including the Chinese Cultural Centre and the Dr. Sun Yat-Sen Classical Chinese Garden. In 2002, the Millennium Gate was unveiled at the western end of Chinatown. The eastern face of the gate reads "remember the past and look forward to the future."<sup>1</sup>

<sup>1</sup>The nomination package for Chinatown's designation as a National Historic Site, February 2009



Construction of Georgia Viaduct in 1970. (Credit: City of Vancouver Archives)

### 3.5 FREEWAY FIGHT

The city of Vancouver was not immune to the interstate freeway boom' of the 1950s and 60s. Three major freeways were planned to cut through the city, two in an east-west direction and one in a north-south direction.

The various freeway route options all ran through a common point, the Georgia Viaduct. A new viaduct needed to be built to keep the freeway plan alive. Early in 1968, a study presented to City Council recommended that the old Georgia Viaduct be replaced by two separate ribbons of raised concrete, sweeping eastward from Georgia and Dunsmuir Streets to connect at Gore Avenue with Prior and Union Streets.

The proposed Carrall Street and Gore Avenue Freeway options and the Georgia and Dunsmuir viaducts would significantly impact the Strathcona neighbourhood. From the start, it was the focus for Vancouver's 'urban renewal'. This area was home to much of Vancouver's Chinese population and to Vancouver's only Black Community in Hogan's Alley.

The opposition to freeways reached its peak in 1967 with the proposed crossing of Burrard Inlet with a waterfront freeway and an eight lane, nine metre elevated freeway along Carrall Street. Strathcona led the fight against the freeway proposal.

In 1967 the Federal Government announced there would not be any further freeways without community support. Without federal funding, the only elements of this plan to be completed were the Granville Street Bridge and the Georgia and Dunsmuir viaducts. The resulting end to freeways in Vancouver significantly shaped the city's future evolution and strengthened the idea that neighbourhoods should be at the heart of city planning.





Hogan's Alley, 1958 (Credit: City of Vancouver Archives)

### 3.6 HOGAN'S ALLEY

Hogan's Alley was a Vancouver neighbourhood that was home to multiple immigrant communities but was known largely for its African-Canadian population.

The name "Hogan's Alley" was not official, but was the popular term for a T-shaped intersection, including Park Lane, and the nearby residences and businesses at the southwestern edge of Strathcona. Vancouver's first archivist, J.S. Matthews, noted that this informal name was in use before 1914.

The Black Community had established itself in the area by 1923 with the founding of the African Methodist Episcopal Fountain Chapel. Black settlement in the area was due to the neighbourhood's close proximity to the Great Northern Railway station where many of the men in the community worked as porters.

Beginning in 1967 homes located in Hogan's Alley were removed to construct the Georgia and Dunsmuir viaducts, spelling the end of a distinct neighbourhood.

The memorialization of Hogan's Alley began in earnest in the 1990s, with increased public recognition in the early 21st century.<sup>1</sup>

For more information about the history of Hogan's Alley, refer to Section 4.4 Black Community.



Construction of the Georgia and Dunsmuir viaducts across Main Street, January 1971 (Credit: City of Vancouver Archives)



Hogan's Alley Welcomes You, July 2007 (Credit: City of Vancouver Archives)

<sup>1</sup>"Hogan's Alley" article written by Wayde Compton for Canadian Encyclopedia, March 4, 2015





Legacy infrastructure from Expo 86

### 3.7 EXPO 86

*"As Queen of Canada I would now like to extend to all peoples of the world an invitation from the people of Canada to visit the World Exposition which will take place in Vancouver in 1986"*

- Her Majesty The Queen invited the world to Expo 86 at the grand opening of BC Place Stadium on March 9, 1983.

In November 1980 it was announced that the 1986 World's Fair, Transport 86, would be held in Vancouver to celebrate the city's centennial year. The transportation theme reflected the city's role in connecting Canada by rail, its status as a major port and transportation hub and the role of transportation in communications.

Expo 86 was visited by 25 million people. The fair put Vancouver on the world map and left a legacy for the city. BC Place, SkyTrain Expo Line, Cambie Bridge, Plaza of Nations and Science World are all legacies of Expo 86.

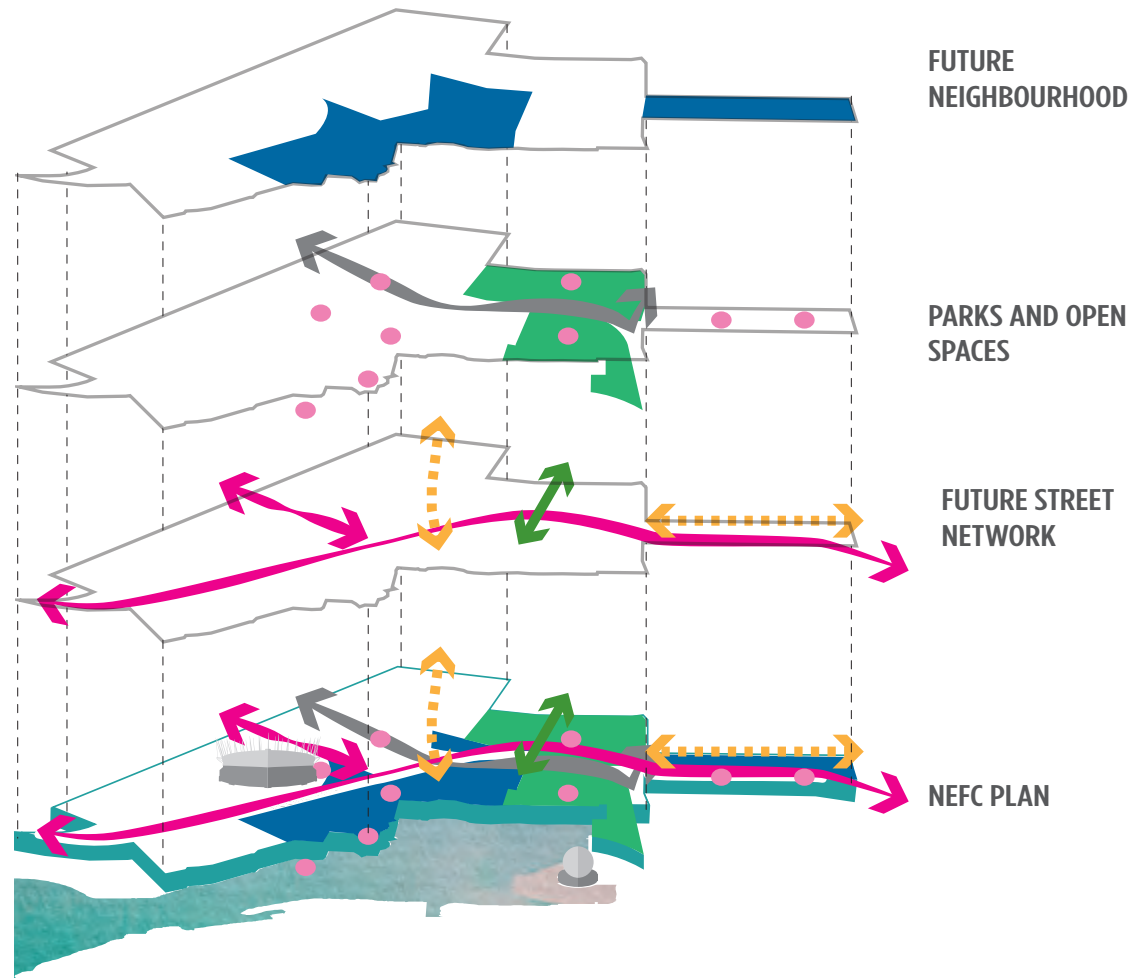


North side of False Creek during Expo 86

### 3.8 FALSE CREEK NORTH

After Expo 86 the World Fair site was reverted to BC Place, a provincial Crown Corporation with a mandate to redevelop a large slice of downtown Vancouver along the north shore of False Creek stretching from Main Street to Burrard Bridge. The Province then sold the land to Li Ka-shing's Hutchison Whampoa Company (Concord Pacific) of Hong Kong.

In 1990, the False Creek North Official Development Plan was enacted with the intent as an overall guide to development and the preparation of zoning bylaws, programs and agreements. The development of the area provides housing and requires the construction of parks, seawall and amenities for public use.



### 3.9 VIADUCTS AND NORTHEAST FALSE CREEK PLAN

The Northeast False Creek area is the last remaining piece of large undeveloped land in the downtown along the False Creek waterfront.

In 2015 City Council approved a conceptual plan for Northeast False Creek, including replacing the Georgia and Dunsmuir viaducts with a new complete street network. Council also directed City staff to continue detailed planning and design of the area.

Replacing the viaducts creates an opportunity to reconnect the surrounding communities to the False Creek waterfront and to each other.

The viaducts will be replaced with new sections of Pacific Boulevard and Georgia Street. Multiple studies have confirmed that this new street network can handle 100% of the current and future traffic volume and will better accommodate future options for moving around the area.





2017 Walk for Reconciliation on the Georgia Viaduct (Credit: Reconciliation Canada)





# 4 RECONCILIATION AND CULTURAL REDRESS

“Reconciliation is an opportunity for all Canadians to renew relationships, based on a shared understanding of our histories and our cultures and walk a path together for a shared tomorrow. To ‘reconcile’ is to weave a stronger and more vibrant social fabric, supported by the unique and diverse strengths of Canadians and their communities.”

- *Reconciliation Canada*

## 4.0 RECONCILIATION AND CULTURAL REDRESS

### Introduction

The City of Vancouver is in an era of reconciliation. On July 9, 2014, City Council adopted a framework for and designated Vancouver as a City of Reconciliation. The designation and commitment followed the Year of Reconciliation in Vancouver from June 2013 to June 2014. The first four years of the City of Reconciliation focus on Indigenous peoples, to ensure that the gap in understanding and capacity can begin to be filled. The future of the City of Reconciliation is to begin strengthening relations through a reconciliation lens with other cultural communities.

#### Framework for City of Reconciliation

The framework for City of Reconciliation has three foundational components that further strengthen our services and ongoing relationships with the Musqueam, Squamish, and Tsleil-Waututh Nations, and Urban Indigenous communities:

- Cultural competency
- Strengthening relations
- Effective decision-making

Reconciliation is a foundational component of the Northeast False Creek Plan and engagement process. The City and Park Board are committed to seeking ways to further its Reconciliation efforts and to strengthen their relations with both local First Nations and Urban Indigenous peoples.

The Plan recognises that Northeast False Creek is:

- located within the traditional homelands of the Musqueam, Squamish and Tsleil-Waututh Nations;
- adjacent to the Downtown Eastside and significant Urban Indigenous Community;
- adjacent to, and previously part of, the Chinatown Community and
- historically the heart of Vancouver's Black Community (formerly known as Hogan's Alley).



Gathering of Canoes in False Creek, 2013 (Credit: Reconciliation Canada)



## Policies

### 4.1 MUSQUEAM, SQUAMISH AND TSLEIL-WAUTUTH NATIONS

Northeast False Creek is located on the unceded traditional homelands of these three Local First Nations.

The Plan provides an opportunity to strengthen relations with the Musqueam, Squamish and Tsleil-Waututh Nations by meaningfully engaging and integrating input and feedback into the street and park designs as applicable.

- 4.1.1 Strengthen relations with the Musqueam, Squamish and Tsleil-Waututh Nations by meaningfully engaging and integrating input and feedback into the street and park designs as applicable.
- 4.1.2 Create an Indigenous Peoples' gathering space, including opportunities for community gathering (e.g. Walk for Reconciliation), water access and First Nations canoes.
- 4.1.3 Recognize the importance of physical and spiritual access to the waterfront for First Nations and the impact that the industrial uses in this location had on access to the area and resources. The design of the waterfront and gathering space should reflect coastal village principles, where the gathering space is oriented toward the water.
- 4.1.4 Ensure the design of the gathering space accommodates activities that support cultural practice and expression. Recognize that the expression of First Nations culture is innately tied to health, wellness, spiritual and personal healing.
- 4.1.5 Design the waterfront to accommodate a celebratory traditional canoe landing reflecting the use of marshland.
- 4.1.6 Consider First Nations plant cultivation methods when designing landscapes. Traditional use of this area was for fishing and hunting and included planting for food and medicine.

- 4.1.7 In the design of spaces, enhance the sense of welcome and belonging to have presence of Musqueam, Squamish and Tsleil-Waututh culture.
- 4.1.8 Explore creative ways to use Musqueam, Squamish and Tsleil-Waututh Nations culture to inform design (e.g. single-pitched roofs, oriented to face the waterfront).
- 4.1.9 Seek opportunities to normalize Indigenous language in Vancouver, through wayfinding and place/asset naming.
- 4.1.10 Seek opportunities to integrate Indigenous art and designs as a permanent part of the public realm.

## 4.2 URBAN INDIGENOUS COMMUNITIES

British Columbia is home to 203 First Nations, about one third of all First Nations in Canada. Many Indigenous people from these communities call Vancouver home. In addition to the policies outlined in 4.1 these policies provide an opportunity to strengthen relations with Vancouver's Indigenous communities by meaningfully engaging and integrating input and feedback into the street and park designs as applicable.

- 4.2.1 Engage with the Urban Indigenous Community to design an Indigenous People's Gathering Space that accommodates the program needs of these communities.
- 4.2.2 Design public spaces with Urban Indigenous user groups in mind to ensure everyone feels welcome in that space.
- 4.2.3 Explore opportunities to provide space for traditional, spiritual, health and healing practices.

## 4.3 CHINESE-CANADIANS

*If the traffic issues can be resolved or managed ... the removal of the viaducts is a huge opportunity to heal the scars on the historic Chinatown from a failed urban renewal project of an other era.*

*The construction of the Viaducts displaced an eclectic mix of warehouses, small storefronts with residential above, single family homes and rooming houses. These buildings and uses made an easy and logical transition from Chinatown core and the other neighbourhoods. These blocks were sort of the suburbs of Chinatown.*

*- Henry Tom, Vancouver Chinatown Revitalization Committee (2013)*

The Chinatown Community was instrumental in the fight against urban renewal and displacement resulting from a proposed freeway network in the 1960s and 70s. The construction of the Georgia and Dunsmuir viaducts impacted Chinatown by displacing Chinese-Canadians, businesses, and disconnected Chinatown from the waterfront and communities to the south.

The Northeast False Creek Plan puts in place a more connected transportation system and seeks to heal the scars on historic Chinatown.

- 4.3.1 Conserve, commemorate and enhance living heritage and cultural assets in Chinatown by securing heritage funding in the public benefits strategy that can be used for capital and cultural funding.
- 4.3.2 Support the Keefer Memorial Square redesign and ensure the Andy Livingstone Park redesign and policies for Quebec and Keefer Street enhance the design context.
- 4.3.3 Seek opportunities to name assets within Northeast False Creek based on the history and contribution of the Chinese Community.
- 4.3.4 Explore opportunities to designate cultural space within Northeast False Creek for story-telling and other activities.
- 4.3.5 Continue to translate materials and offer interpretation services at public events and information booths whenever possible.
- 4.3.6 Support the Chinatown Community with cultural programming and walking tours in Chinatown.

## 4.4 BLACK COMMUNITY

*From the 1920s to the 1960s, Vancouver's Black community clustered in the East End, with its nucleus at a site known as Hogan's Alley. Forming a 'T' out of two intersecting alleys Park Lane and one that was unnamed Hogan's Alley lay behind a series of houses, cabins, and storefronts that faced Main, Union, and Prior streets, and extended on to Jackson Avenue. It was socially a part of the multicultural East End, including immigrants from Europe and Asia. But for Vancouver's Black community, it had a particular significance. As an immigrant enclave close to the railway station, where many Black men worked as porters in the early twentieth century, it was a welcome neighbourhood for people of colour in a time when Black renters faced racist hostility elsewhere. A Black presence in Hogan's Alley flourished there by 1923 when the African Methodist Episcopal Fountain Chapel was founded there. And the operation of the Pullman Porter Club there, from 1927-28, accommodated Black porters during trans-Canada jobs that terminated in Vancouver. Later Black Vancouver institutions that coalesced around Hogan's Alley included multiple successful "chicken houses" restaurants and sometimes nightclubs run by Black female entrepreneurs the most enduring of which was Vie's Chicken and Steaks, open from 1948-80 at 209 Union Street.*

*This vibrant Black presence at Hogan's Alley was ultimately shattered by political planning schemes first "slum clearance" and later "urban renewal" each regarded by Black residents as methods of what was sardonically called "Negro removal." The neighbourhood was ultimately slated to be replaced by an eight-lane freeway, and residents were to be moved into one of several tower block apartment "projects" elsewhere in the East End which was itself renamed "Strathcona" in this plan. The institutionally racist nature of this targeting compares to the continent-wide destruction of Black communities for freeway building in this same period. However, for reasons particular to Vancouver, and to its Black community's unique character, the Black residents of this area took this moment in the city's history to integrate rather than relocate together. By the time the city began building the Georgia and Dunsmuir viaducts the first phase of the freeway project that ultimately failed due to social pressure Vancouver's Black community had already largely left the area, integrating into other neighbourhoods. What was lost in this process were cultural and social assets in the community, and the chance to develop its institutions as a new generation grew into professionals, artists, and community builders. The community also lost the chance to integrate on its own terms.*

*With the viaducts coming down as part of this new Northeast False Creek plan, a unique opportunity exists to bring a Black community presence and influence back to this area. An acknowledgement of the place that was once Hogan's Alley, at the level of design, and in a way that facilitates an ongoing Black cultural presence there, makes possible the bridging of a Black past to a Black present and future in Vancouver.*

- Wayde Compton, Hogan's Alley Working Group (2017)



Hogan's Alley Charrette Day 2

- 4.4.1 Acknowledge and work to further the Hogan's Alley Working Group 'Principles of Development' that include Recognition, Honouring, Access and Inclusion, Security of Tenure, and Investment.
- 4.4.2 Establish a Cultural Centre on the 898 Main Street block (Hogan's Alley block). The Cultural Centre will be a focal point for the Black Community, and will be welcoming and inclusive to all – a place 'from the community, for the community'.
- 4.4.3 Continue to work with the Hogan's Alley Working Group to establish the long term involvement and investment of the Black Community in the future life of the block through the exploration of land trusts, long term leases, or other arrangements as appropriate.







An aerial photograph of the Vancouver waterfront, showing the Vancouver Convention Centre, the False Creek Marina, and the surrounding urban landscape. The image is partially obscured by a blue overlay on the right side.

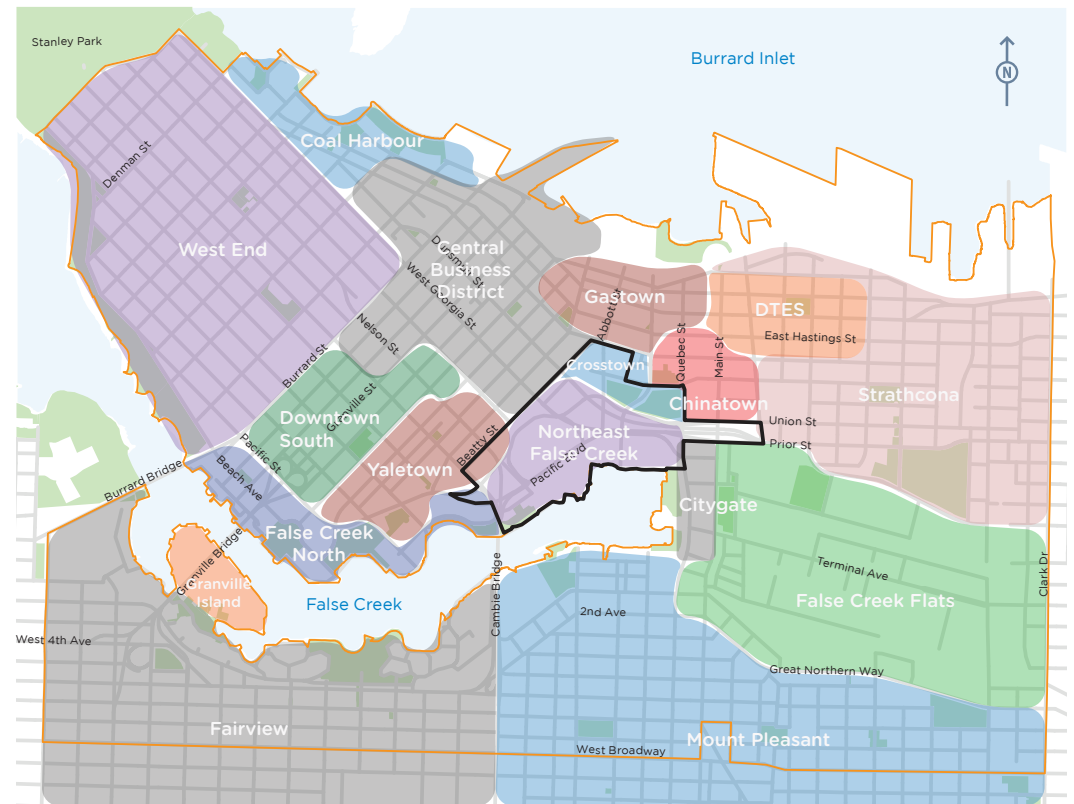
# 5 COMMUNITY CONTEXT

The Northeast False Creek area comprises of approximately 10% of the downtown peninsula (not including Stanley Park).

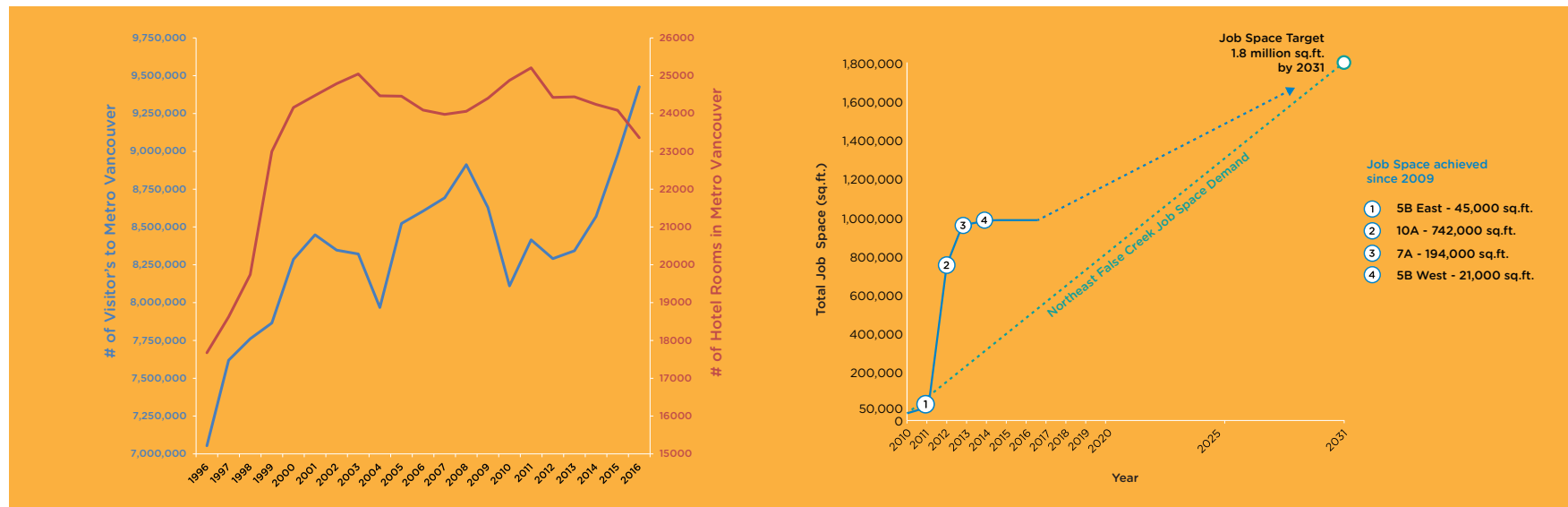
## 5.0 COMMUNITY CONTEXT

### Introduction

Located at the geographic centre of Vancouver's Metropolitan Core, Northeast False Creek represents approximately 58 hectares of mostly undeveloped land along the False Creek waterfront in downtown Vancouver. The area is bisected by the Georgia and Dunsmuir viaducts and is adjacent to the Central Business District, Citygate, and historic neighbourhoods of Yaletown, Gastown, Strathcona and Chinatown. The Northeast False Creek area comprises of approximately 10% of the downtown peninsula (not including Stanley Park).



Surrounding neighbourhoods



### 5.1 EVENTS AND ENTERTAINMENT

Northeast False Creek is a hub for entertainment and activity in Vancouver, with an average of 9,000 people visiting the area daily<sup>1</sup>. The community has around 6,300 residents<sup>2</sup> and 4,170 jobs<sup>3</sup>.

With the vast majority of these visitors wanting to stay downtown, there is a necessity for hotel rooms in the area. The hotel room inventory in 2016 shows an increasing gap between the growing number of visitors and number of rooms available<sup>4</sup>.

Science World averages 650,000 visitors annually while BC Place and Rogers Arena average each average 1,000,000 visitors annually. Some peak years at Rogers Arena, such as 2011 when the Vancouver Canucks went to the Stanley Cup Finals, saw 1,600,000 visitors in a single year.

In addition to this, recent development of Parq Vancouver will add 518 hotel rooms, conference space, a ballroom, as well as 8 restaurants and lounges to provide an additional anchor for Vancouver's key events and entertainment destination.

<sup>1</sup> Average of BC Place, Rogers Arena, Plaza of Nations and Science World visitor counts per day

<sup>2</sup> Statistics Canada: 2016 Census

<sup>3</sup> Statistics Canada: 2011 Census

<sup>4</sup> Tourism Vancouver

### 5.2 LOCAL ECONOMY

Northeast False Creek is located adjacent to the Central Business District, which includes the largest concentration of job space in British Columbia and is also the centre of the region's arts and culture, transit and amenity spaces.

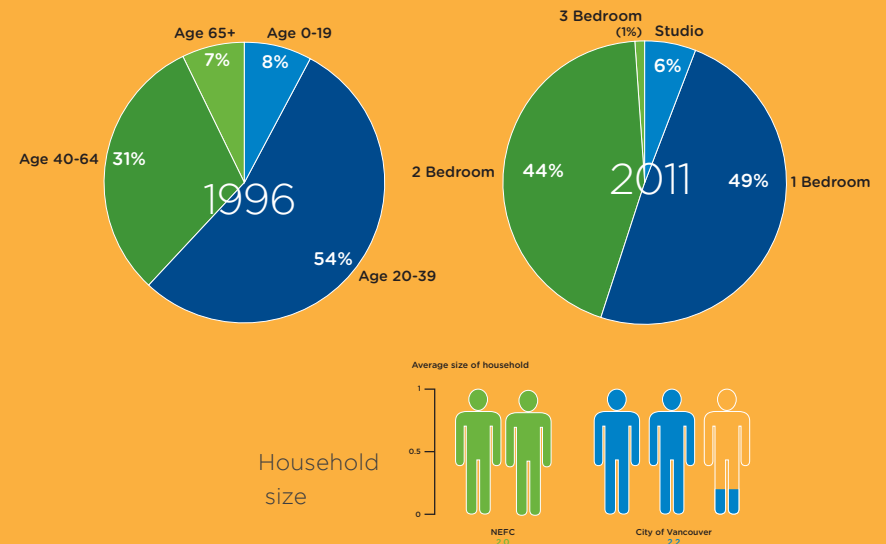
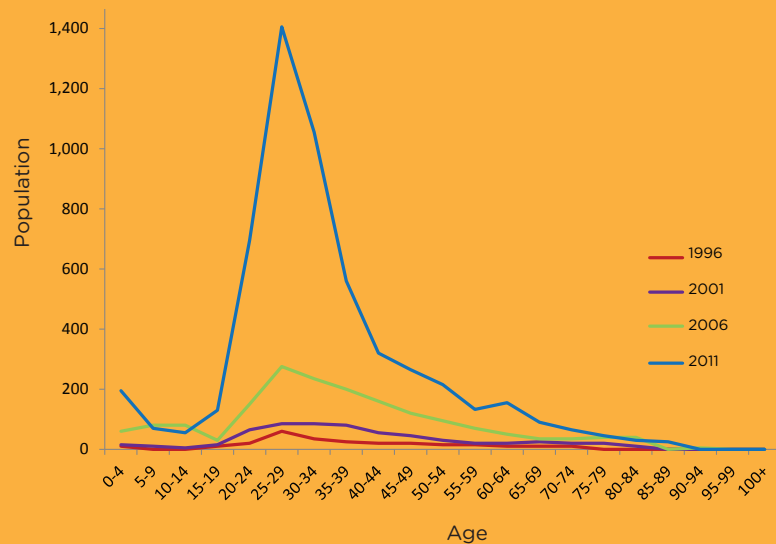
The two retail high streets in Northeast False Creek provide important retail and service opportunities to the existing neighbourhood. Main Street is a historically important high street that connects Vancouver's historic communities at the Downtown Eastside to Mount Pleasant, the False Creek Flats, SkyTrain and Pacific Central Station. Abbott Street is the retail high street connecting Gastown, Crosstown and International Village to the False Creek waterfront.

Union Street is a strong connection for pedestrians and cyclists between neighbourhoods to the east and downtown. In 2016, 910,000 cyclists used the Adanac bike route between January to December<sup>5</sup>. The Union Street storefronts are a popular stopping point along this route.

Overall, there is a need to maintain, extend and enhance the character, viability and vibrancy of these commercial streets.

<sup>5</sup> City of Vancouver bike lane stats by month





### 5.3 POPULATION

Northeast False Creek is home to a diverse range of people of all ages, incomes and ethnicities. Over the last 20 years, the population has grown from 260 residents in 1996 to 6,303 in 2016. The 20-39 age group is consistently the largest and is almost double the proportion (67%) of the city overall (34%). This age group has continued to increase each census count with the largest concentration increase in 2011.

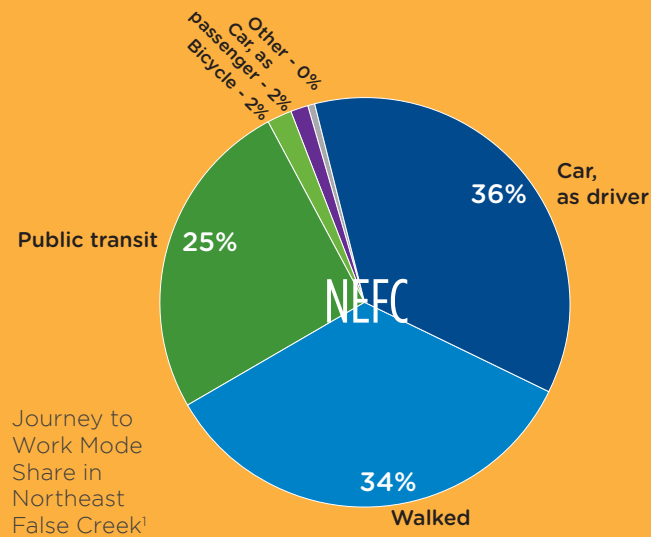
The proportion of residents whose mother tongue is English is similar in Northeast False Creek (53%) to the city overall (52%).

### 5.4 HOUSING

While still largely undeveloped, recent growth in Northeast False Creek has been a result of the buildout of the Spectrum buildings, International Village, and development on the western edge of the area. Towers underway around Rogers Arena will provide over 600 new units of rental housing, with two of three buildings complete. While Northeast False Creek is primarily made up of stratified market units, census data shows a high number of rented condos in the area, consistent with other parts of downtown. Market rental and non-market housing units currently comprise 9% of the total housing units in False Creek North, which is much lower than the city overall (32%).

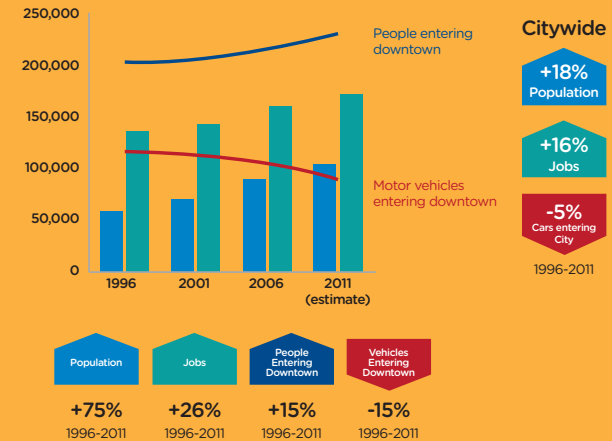
Northeast False Creek has a mix of unit types where 55% are built as studios and one bedroom units, and 45% with two or more bedrooms.

Source: Statistics Canada census data



## Population and Job Growth vs. Vehicle and Person Trips Downtown Vancouver, 1996-2011

(Peak Periods: 6-9am, 11am - 1pm, 3-6pm)



## 5.5 TRANSPORTATION

### Walking

Northeast False Creek has one of the highest walk to work mode share of any community in the city at 34%. Only 36% of residents travel to work by car (compared to 48% city-wide).

### Cycling

The journey to work mode share for cycling is 2% (compared to 4% city-wide). The area has two of the top three busiest bike routes in Vancouver. In 2016, the Ontario/Seawall route accommodated 1.38 million bike trips, with an average of 4,058 mid week bike trips per day. The Union-Adanac route accommodates 910,000 bike trips per year, with an average of 2,933 mid-week bike trips per day<sup>2</sup>.

### Transit

Transit helps enhance walkability, especially for seniors. Northeast False Creek has frequent rapid transit service via the Stadium-Chinatown SkyTrain station. This rapid transit service connects the region to the downtown, and the Entertainment District. The journey to work mode share for transit is 25% (compared to 30% city-wide).

The segment between Main Street-Science World and Stadium-Chinatown Station has 130,000 trips per day.

<sup>1</sup> 2011 National Household Survey (NHS) data

<sup>2</sup> Bike lane stats by month

### Emergency vehicles

Accommodating the movement of emergency vehicles is crucial to the Northeast False Creek area, given its direct correlation to emergency response times. Emergency Service Providers do not use the viaducts due to concerns that they can easily become stranded on the elevated roadways if there is an incident. Emergency response connections through Northeast False Creek are utilized by the Vancouver Police Department, Fire and Rescue Services, BC Emergency Health Services, Transport Canada and others.

### Goods movement

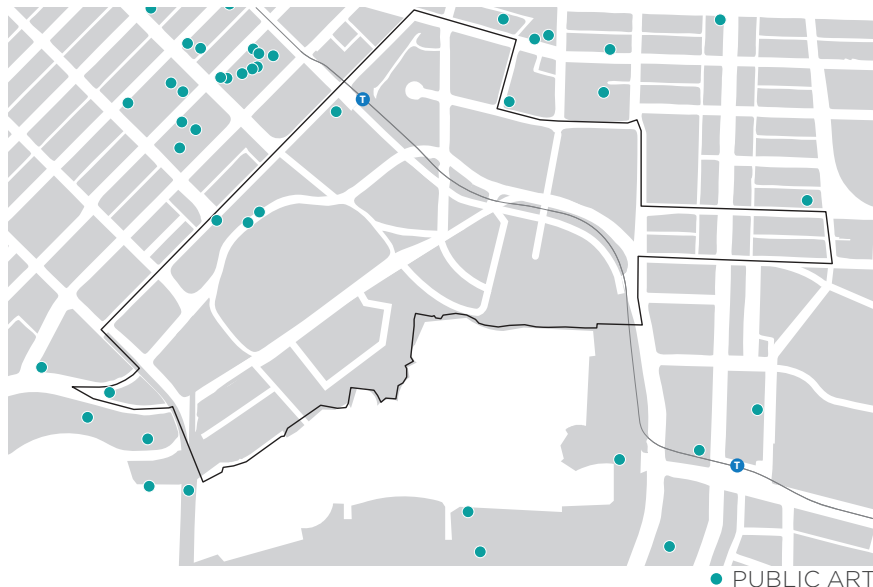
Many local truck trips move goods between east Vancouver and Downtown via Northeast False Creek, the area is also connected to the regional network by several important truck routes.

### Private automobiles

The Georgia and Dunsmuir viaducts accommodate 6% of all vehicles entering the downtown. Vehicle trips entering the downtown have decreased on average by 1% per year for the past 20 years.

### Parking

Northeast False Creek has a significant amount of event parking within the area. However, the proximity to transit and other modes of accessible and convenient transportation options minimizes the need for additional parking.



## 5.6 ARTS

Vancouver is one of Canada's key arts centres and home to the highest concentration of artists of any major city in the country.<sup>1</sup> The city is home to internationally renowned artists and some of the first and largest artist run centres.

Despite these successes, this sector earns on average 35% less than the overall labour force, and faces Vancouver's affordability challenges more intensely than some other sectors. However, art can play an important role in contributing to the quality of life as well as the social and economic vitality of cities. Art and culture helps our citizens to develop, learn, and participate in the life of the city. It attracts business, workers, and tourists while boosting the local and regional economy.

Vancouver has the highest percentage of its labour force in arts occupations in Canada with creative sector growth rate three times the general labour force (1.1 million cultural workers in BC, 7.7% of all jobs in Vancouver).<sup>2</sup> Market research suggests that BC residents' participation in performing arts, performances and festivals exceeded the Canadian average in 2010.<sup>3</sup>



Myfanwy MacLeod, Birds, 2010. Southeast False Creek Plaza.  
(Credit: Robert Keziere. Image courtesy of the artist)

Northeast False Creek borders some very lively arts and culture neighbourhoods. The proximal Downtown Eastside (DTES) and the False Creek Flats neighbourhoods contain some of Vancouver's most important arts presentation and production spaces and 25% of the City's artists and cultural workers live in the surrounding neighbourhoods of downtown, Strathcona and Mount Pleasant.

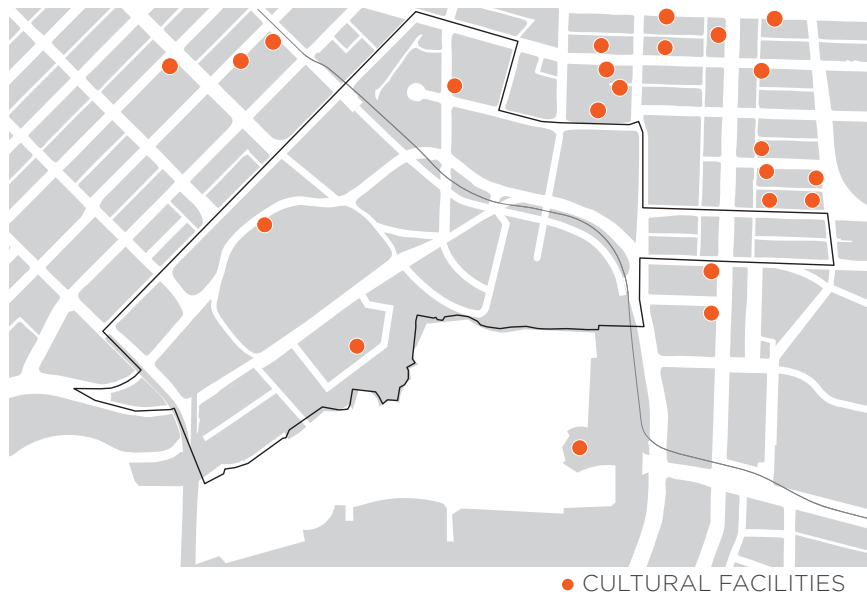
Northeast False Creek itself is currently one of the last underdeveloped areas of the Downtown peninsula, with few arts and culture venues within its boundaries.

<sup>1</sup> Artists and Cultural Workers in Canadian Municipalities, Hill Strategies Research Inc., 2014

<sup>2</sup> City of Vancouver Social Indicators and Trends 2013 "Expressing Ourselves: Vancouver's diverse and thriving cultural ecology that enriches the lives of residents and visitors" and 2010 Hill Strategies "Mapping Artist and Cultural Workers in Canada's Large Cities" (including Vancouver, Calgary, Toronto, Ottawa and Montreal)

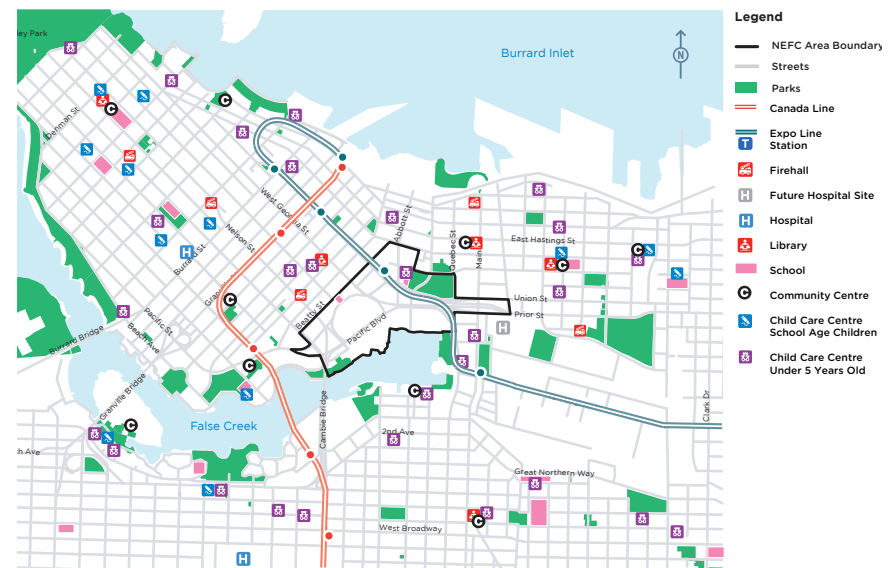
<sup>3</sup> BC Arts Presenting Association





## 5.7 CULTURE

Northeast False Creek has a rich historic legacy of Indigenous, Chinese-Canadian and Black cultural communities. Bordering on Chinatown in the Downtown Eastside, Northeast False Creek was once home to the displaced Black Community in Hogan's Alley, and continues to be part of the unceded homelands for the Musqueam, Squamish and Tsleil-Waututh Nations.



## 5.8 COMMUNITY FACILITIES

Community facilities fulfill a range of social, cultural and recreational functions and tend to primarily serve the communities in which they are situated. Community facilities can include: social facilities (e.g. neighbourhood houses, seniors centres, family centres), cultural facilities (e.g. theatres, presentation spaces, artist studios, cultural centres, administrative spaces), recreational facilities (e.g. community centres) and childcare. Collectively, these facilities are vital components of healthy, complete communities and further help to ensure opportunities for social connection.

As much of Northeast False Creek is currently undeveloped, there are few community facilities located within the area boundaries. Surrounding neighbourhoods have a number of social, cultural and recreation facilities and childcare, however many of these nearby facilities are currently at full-capacity. With the influx of new growth, many of these facilities would be subject to additional pressure and possible displacement.

Site model and reference materials at International village storefront  
(Credit: Elena Doyle)



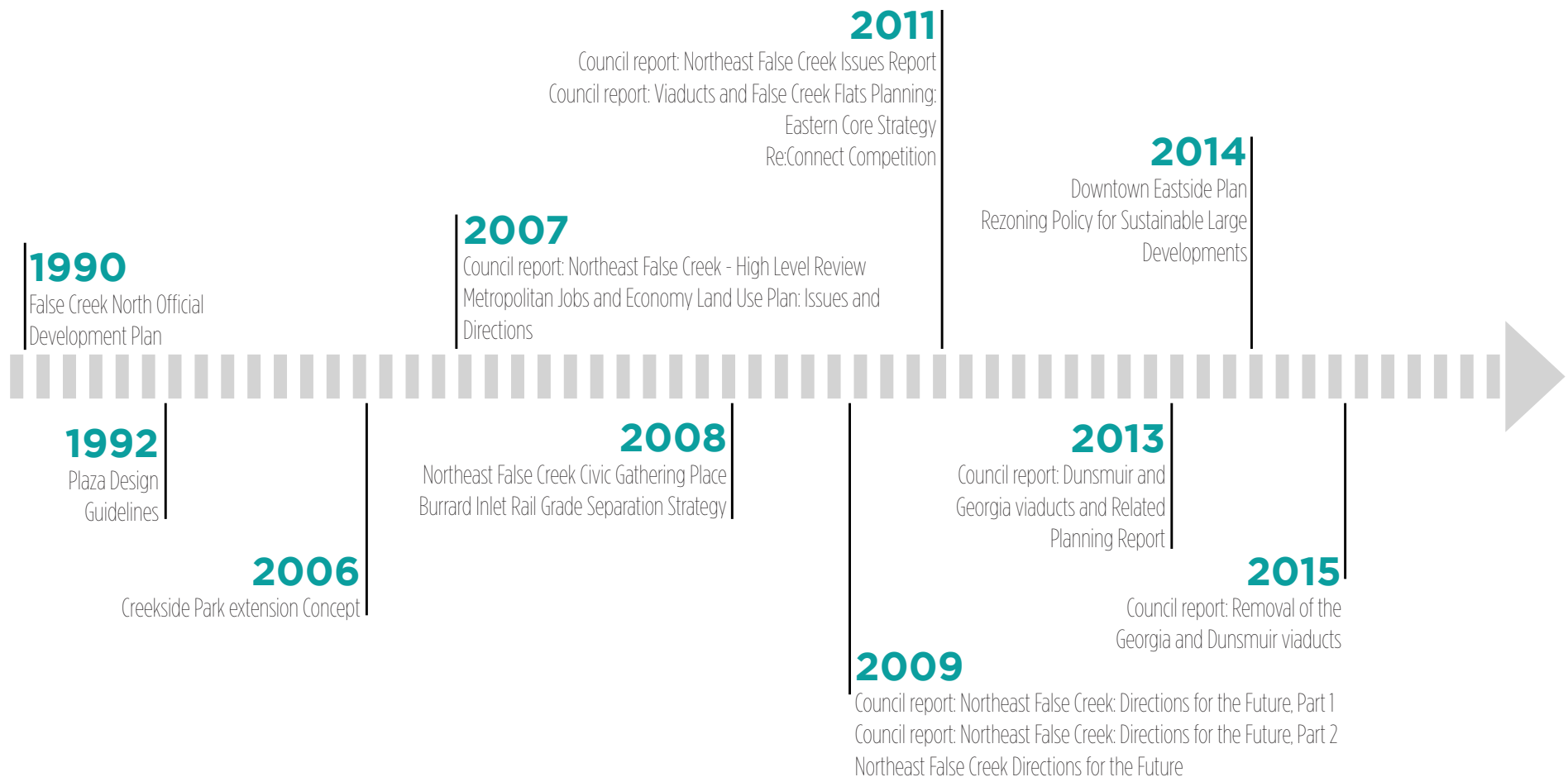
# 6 PLANNING PROCESS

Since the project launch in September 2016, over 17,500 people have participated in over 94 different public events, open houses, workshops, online surveys and online engagement tools.



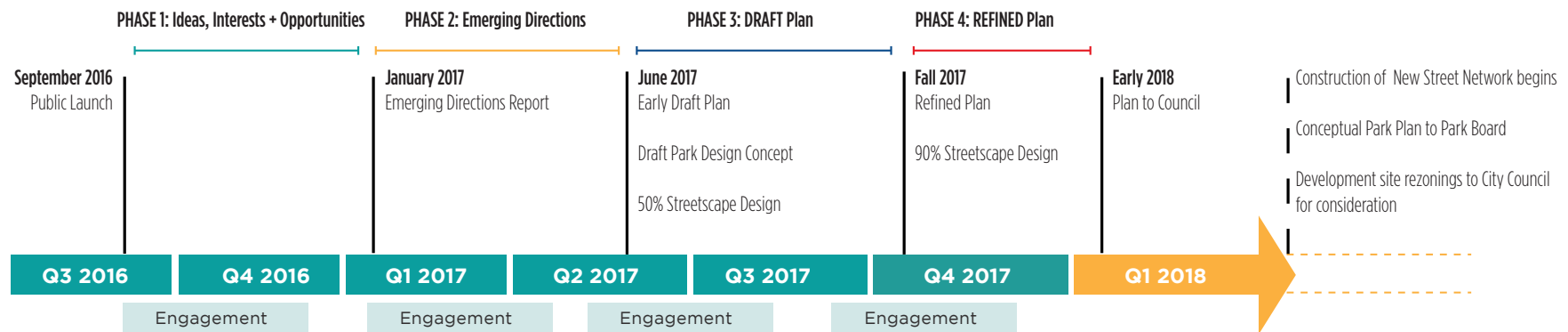
## 6.0 PLANNING PROCESS

Approved planning documents that shape the area and Northeast False Creek Plan.





## Northeast False Creek Planning Timeline



## Northeast False Creek Planning Process

The Northeast False Creek Planning process is a multi-phased process led by the Planning, Urban Design and Sustainability Department in conjunction with Engineering Services and the Vancouver Board of Parks and Recreation. This multi-disciplinary project team is working together to create a vibrant new community in the last major undeveloped area in downtown Vancouver.

The planning process launched publicly in September 2016 with the Plan expected to go to Council for consideration in early 2018.

## Consultation and Outreach

Since the project launch, we have engaged over 17,500 people and offered over 94 opportunities to engage through public events, open houses, stakeholder workshops, online surveys and online engagement tools.



Students watching videos on False Creek history at the International Village storefront in February 2017

## Partners and Stakeholders



Members of the Northeast False Creek Stewardship Group and Park Design Advisory Group on orientation day in 2016.

### Indigenous Engagement

In order to ensure the Northeast False Creek planning and design process meaningfully engages and reflects the voices of the Musqueam, Squamish and Tsleil-Waututh Nations, and urban Indigenous community - an Indigenous Engagement Working Group has been created to help steward the process. This working group consists of staff from Public Engagement, Parks, City Manager's Office and Cultural Services.

The Indigenous Engagement Working group works within the City of Reconciliation framework (Adopted by City Council July 8, 2014) and the three foundational components that further strengthen our services and ongoing relationships with the Musqueam, Squamish, and Tsleil-Waututh Nations, and urban Indigenous community:

- Cultural competency
- Strengthening relations
- Effective decision-making

### Northeast False Creek Stewardship Group

A citizen group appointed by City Council to provide advice on key planning and engagement approaches during the Northeast False Creek Plan process. The group responds to documents and policy developed by staff - providing high-level advice and direction. The members are asked to act as ambassadors and are expected to activate social and professional networks throughout the planning process. This group falls under the 'Collaborate' column on the IAP2 Spectrum<sup>1</sup>.

### Park Design Advisory Group

A citizen group appointed by Park Board to provide advice and input on the Northeast False Creek Park design and engagement process. The group responds to documents and policy developed by staff - providing high-level advice and direction. The Park Design Advisory Group members are asked to act as project ambassadors and expected to activate social and professional networks throughout the planning process. This group falls under the 'Collaborate' column on the IAP2 Spectrum.

### Area Landowners and Developers

Includes landowners and developers, including government agencies (Province of BC) who will be consulted during the planning process. This group falls under the 'Collaborate' Column on the IAP2 spectrum. The group is provided regular updates (bi-monthly) and is expected to provide input and background information during the planning and engagement process (i.e. renderings, building information etc.).

### Stakeholders

Consisting of area residents, business owners, groups and individuals who have been identified as having, or have expressed a direct interest in the Northeast False Creek Planning process. This could include community and residents associations, business improvement associations and residents of Northeast False Creek and neighbouring areas. This group falls under the 'Involve' column on the IAP2 Spectrum and will be regularly informed about the process, opportunities to engage through multiple direct channels (Listserv, email, telephone) during the planning process.

### Residents

Comprised of all City of Vancouver Residents. It is understood the Northeast False Creek planning process will both communicate information out to-and seek input from a City-wide audience. This group falls between the 'Consult' and 'Involve' columns of the IAP2 spectrum. The interest and level of participation within this group will vary and the methods of engagement will be chosen to reflect the diverse needs of the audience.

Throughout the planning process, and in addition to the broad community engagement, focused workshops and round table discussions were held in the following topic areas:

### Affordable Housing

The stakeholder workshop on housing in Northeast False Creek refined a set of draft principles for housing. Attendees discussed and provided input and direction on the emerging directions of the policies.

---

<sup>1</sup> The IAP2 spectrum is an internationally recognized guide for public participation.

## Arts and Culture

Stakeholders from the arts and culture community attended a workshop to learn about the Plan and to provide their professional and community-based input. Attendees discussed the three areas of the new neighbourhood, including:

- Main Street District
- Adjacent Areas to the Northeast False Creek neighbourhood
- Parks and Entertainment Districts

## Chinatown

Stakeholders from the Chinatown Community attended a workshop to provide their professional and community-based input related to the new neighbourhood and how the Plan will interface with Chinatown, including:

- Main Street District
- Parks and Open Space
- Streets and Transportation

## Chinatown Working Group

The Northeast False Creek project team met regularly with the Chinatown Working Group, a group of Chinatown residents, business owners, advocates and scholars to better understand the unique interface between Chinatown and the Northeast False Creek Plan study area.

Several meetings were held during the summer and fall of 2017 to explore ideas around transportation and circulation, park design, park identity and park interface with Chinatown and the idea of a Chinatown cultural district centred around the Keefer Memorial Plaza, Dr. Sun Yat-Sen Classical Chinese Garden and the Chinese Cultural Centre.

## Events and Entertainment

Stakeholders from the events and entertainment community workshopped the strengths, weaknesses challenges and opportunities for the Events and Entertainment district in Northeast False Creek. Feedback generally fell into the following categories:

- Connectivity
- Infrastructure
- Capacity
- Programming

## Great Streets

The stakeholder workshop on Great Streets in Northeast False Creek refined a set of draft principles for the street network in Northeast False Creek. Attendees discussed and provided input and direction on the emerging directions of the streets and connectivity policies.

## Hogan's Alley

As part of the planning process, two Northeast False Creek Stewardship Group members who have a direct interest in Hogan's Alley formed the Hogan's Alley Working Group. The group of 25 members of the Black Community includes people who lived on Hogan's Alley, descendants, activists and academics. The group meets twice monthly, with City Staff invited to every second meeting. The group holds community forums on a frequent basis and conducts surveys to engage the broader Black Community and ensure their voice is represented as part of the Working Group's discussions.

## Local Families

Local area families took part in a workshop to discuss the Plan, including street and park design. Discussions included opportunities for children and youth in the area, the need for family housing and safe streets and parks.

## Parks and Open Space

Stakeholders were engaged on five main themes about the parks and open spaces in Northeast False Creek: integrated nature, history, design innovation, inclusivity as well as arts and culture. The feedback received help shape the emerging directions and policies for the park and open spaces.

## Skateboarding

Over 2,000 people responded to the online survey and engagement activities. The feedback gathered helped to understand the needs and expectations of people who use the Downtown Skateboard Plaza and shaped the Northeast False Creek planning process and park policies.

## Sustainability

Experts from a number of disciplines related to sustainability discussed their big idea for Northeast False Creek. Ideas touched on the physical space as well as the social interactions, from the broad strokes of form and function to specific infrastructure proposals. Theme based discussions included:

- Environment and Climate Change
- Green Transportation
- Green Architecture and Urban Design



## Phase 1 – Ideas, Interests + Opportunities



Walk-on map and display boards at the Northeast False Creek Plan Launch Party

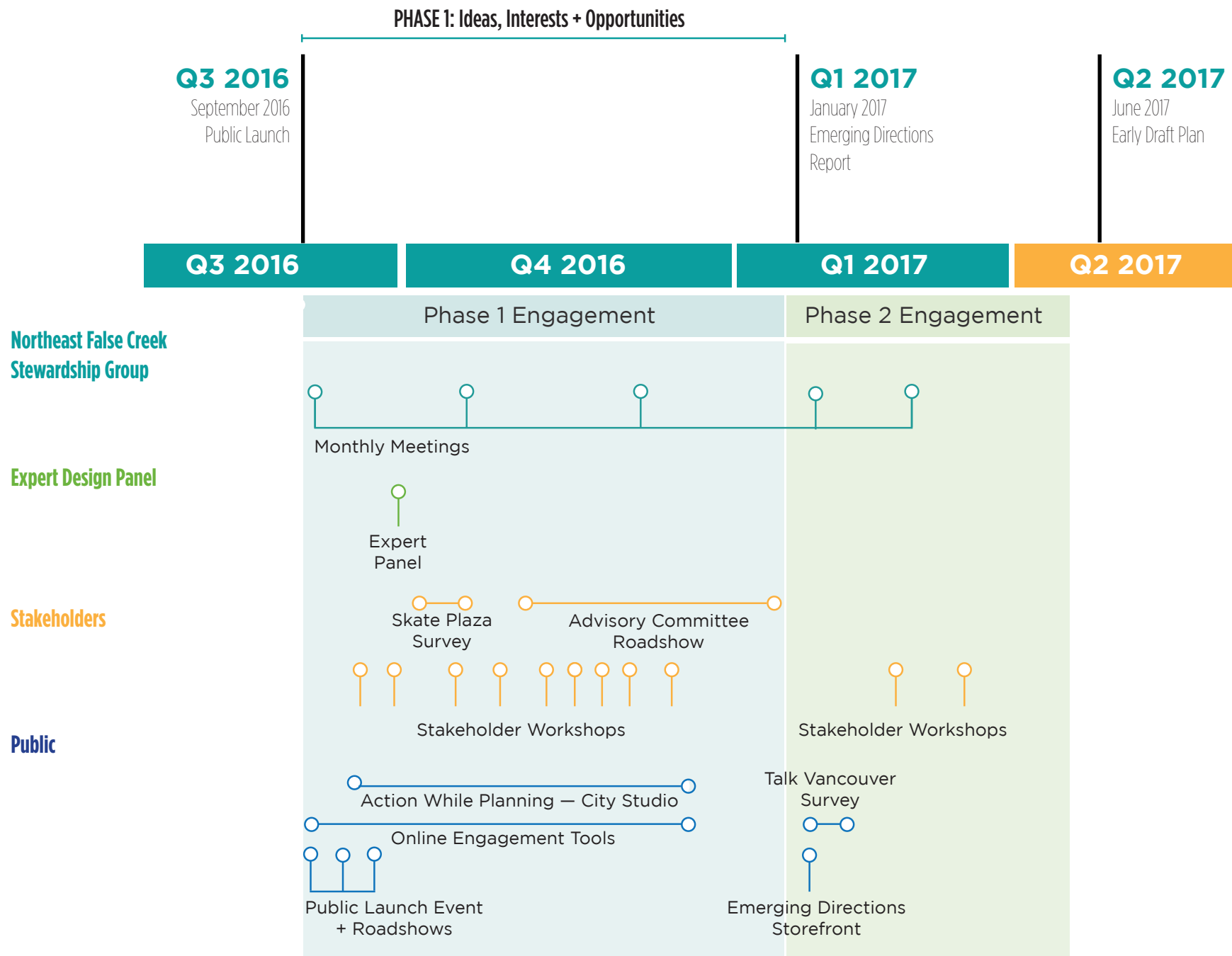
Between September 2016 and January 2017 there were 30 opportunities to engage in the Northeast False Creek Planning process, reaching over 5,900 members of the public.



Opportunity to Engage	# of Participants
Public Launch Event	~1000
Roadshow #1 – VPL	~300
Roadshow #2 – Carnegie CC	~100
Online Engagement Tools	1576
Stakeholder Workshops	341
Skate Plaza Survey	2,248
Advisory Committee Meetings	120
City Studio	~300
<b>TOTAL</b>	<b>5,985</b>



## Engagement during Phase 1 and 2 of the Northeast False Creek Planning Process



## Phase 2 – Emerging Directions



Display boards at International Village storefront (Credit: Elena Doyle)

Between January and May 2017 there were 27 opportunities to engage in the Northeast False Creek Plan process, reaching close to 2,800 members of the public. Input received in Phase 2 helped shape the Core Community Values that were the foundation for the Draft Plan.



Visitors looking at the 3D model at the Emerging Directions Storefront in International Village (Credit: Elena Doyle)

Opportunity to Engage	# of Participants
Storefront - Play + Work	64
Storefront - Live	101
Storefront - Open House 1	287
Storefront - Parks + Open Space	80
Storefront - Open House 2	335
Storefront - Streets	105
Storefront - Arts + Culture	196
Talk Vancouver Survey #1	1,235
Stakeholder Workshops	141
Area Stakeholder Meetings	90
Advisory Committee Meetings	50
Hogan's Alley Charrette	112
<b>TOTAL</b>	<b>2,796</b>

## Core Community Values



## Phase 3 – DRAFT Plan



Block Party attendees at the 3D model (Photo credit: Elena Doyle)



Hogan's Alley Design Advisory Committee

Between June and November 2017 there were 25 opportunities to engage in the Northeast False Creek Plan process, reaching over 5,500 stakeholders and members of the public. This included the Plan Block Party, associated Talk Vancouver Survey and engagement with the Musqueam, Squamish and Tsleil-Waututh Nations.



Tents along Carrall Street during the Northeast False Creek Plan Block Party Event (Credit: Elena Doyle)

Opportunity to Engage	# of Participants
DRAFT Area Plan Block Party	3,500
DRAFT Area Plan - Roadshow 1 (VPL Central)	300
DRAFT Area Plan - Roadshow 2 (Chinatown)	50
Talk Vancouver Survey #2	1,407
Stakeholder Workshops	132
Advisory Committee Meetings	38
Engagement with the Musqueam, Squamish and Tsleil-Waututh Nations	25
Area Stakeholder Meetings	54
<b>TOTAL</b>	<b>5,506</b>



## Thematic Results from Phase 3

### Talk Vancouver Survey

Over 1,400 people completed the Talk Vancouver Survey - providing feedback on the Draft Plan. The thematic results from the survey were similar to the Core Community Values that emerged in Phase 2: Emerging Directions with minor variations. These are the following themes in order of prevalence:

**Design** - there was a strong focus on the density and overall design of the area; incorporation of parks, plazas and greenspace; and the preservation of views to the water, mountains and BC Place. Additional topics included honouring the rich history of the area, ensuring the right balance of community amenities as well as ensuring opportunities for local and small-scale business.

**Housing/Livability** - there was an overwhelming interest in the provision of social housing with a focus on seniors, families and those in core need. This was followed by general concerns around affordability, neighbourhood amenities including childcare, schools and recreation opportunities, and a focus on family and artist housing.

**Connectivity** - respondents were concerned with how people will move to and through the area by vehicle, bicycle and on foot. There was also concern around the phasing of the viaduct removal including construction impacts and timing. There was also focus on bicycle infrastructure, public transit and the design of the Great Street (Pacific Boulevard).

**Experiences** - this related to how users will experience the neighbourhood—with a focus on event and performance space, recreation space, community gardens and public gathering spaces.

**Sustainability** - there were many comments offering suggestions on how to make Northeast False Creek the most sustainable neighbourhood in the city, including: using solar glass on buildings, increased certification standards, sustainable transportation models and planning for Sea Level Rise and Climate Change.

**Access + Inclusion** - respondents wanted to ensure that Northeast False Creek and the new public spaces were welcoming to all, including the most vulnerable members of the community. There is a strong desire to see lively, programmable public spaces and access to local, healthy, affordable food.



Architect Zena Howard leading a precedent exercise at the Hogan's Alley charrette



Youth Collaborative for Chinatown hosting community Mahjong at the Draft Plan Block Party



Northeast False Creek at night (Credit: GoToVan on Flickr)

A vertical strip on the left side of the slide shows a nighttime city skyline with illuminated buildings and their reflection in a body of water.

# 7 PLAN SUMMARY

The Northeast False Creek Plan is a transformative project that will result in one of Vancouver's most significant city-building opportunities in a generation.



## 7.0 PLAN SUMMARY

### Vision

People are what make a great community. As the last remaining piece of large undeveloped land in the downtown along the False Creek Waterfront, Northeast False Creek provides an opportunity to embrace the rich culture and history of the area; local assets and access to water, to create a new vibrant and resilient community that represents a step forward in city-building.



Perspective sketch showing potential 20 year build out of Northeast False Creek



## Overview of the Plan

The Northeast False Creek Plan will act as a framework for guiding new growth, development and public investment within Northeast False Creek. The Plan will be implemented over the next 20 years through development, partnerships and City initiatives.

The replacement of the viaducts is a transformative project that will result in one of the most significant city-building opportunities in a generation. The future street network identified in this plan will be an improved, more resilient and safe transportation network that fixes the seismically vulnerable viaducts.

The replacement of the viaducts presents an opportunity to achieve a substantial gain in public amenities, including an opportunity to deliver one of the largest social housing packages in the city's history: a larger Creekside Park, a new iconic waterfront district, new childcare facilities, community facilities, fire hall renewal and expansion and contribution toward the retention and restoration of nearby heritage buildings.

The planning process launched in September 2016 and over 17,500 people have provided input on the key ideas, interests and opportunities for the Plan, to form the core community values, an early draft and refined Plan. The core community values that have emerged are affordability, accessibility and inclusion, honouring history, connectivity, vibrancy and creativity in design.

In July 2016 City Council and the Vancouver Park Board appointed the Northeast False Creek Stewardship Group and Northeast False Creek Park Design Advisory Group respectively. These citizen advisory committees were formed to help guide the Planning and Park Design processes. Throughout the planning process, these groups met monthly with staff to provide direction on public engagement; how to acknowledge and incorporate social, historical, and cultural significance; and how to steward Council's 11 Guiding Principles for planning the area.

The development of Northeast False Creek presents us with a unique opportunity to achieve a significant amount of social housing to help address affordability. The Plan identifies opportunities to deliver a range of housing options in Northeast False Creek that will contribute to a healthy, vibrant and inclusive neighbourhood, a strong downtown and a more equitable city for people with a range of income levels.

The area is already a major destination for events and entertainment. As Northeast False Creek becomes a destination for people locally, regionally and internationally, it will be important to ensure that the area remains inclusive and accessible for all. At the foundation of this plan is the need to ensure free and equal access to public places, parks and open spaces, including a range of retail and entertainment options for people of all ages, abilities and levels of income. The neighbourhood will become a place that

honours history, reflects community values, and establishes a new model for great city building into the future.

Northeast False Creek is an area with a rich and diverse history. The area holds many stories, from the original Indigenous inhabitants, Chinese and Black communities who called Northeast False Creek home, to the railway and industrial movements that helped shape the landscape. It is imperative that the redevelopment of Northeast False Creek honours these stories. This will be achieved by involving the Musqueam, Squamish and Tsleil-Waututh Nations, and the Chinese and Black communities, in meaningful dialogue throughout the ongoing development of the area.

Northeast False Creek will continue to evolve as the beating heart of the downtown core, connecting the downtown, Central Business District and historic neighbourhoods to the waterfront and to each other. Through the delivery of this Plan, a new network of connected and complete streets will replace the viaducts and offer accessible, convenient and resilient options for people and goods movement.

Northeast False Creek will be a vibrant and active place to play, work and live during the day and night. Building off of legacy events in the area including Expo 86, the 2010 Winter Olympic and Paralympic Games and Molson Indy, Northeast False Creek will be the home to festivals of all sizes within a series of public spaces, plazas and programmable space. The Plan supports and strengthens the local economy by enhancing the existing commercial area and supporting the region's long term economic performance by including a minimum of 1.8 million sq. ft. of job space.

Northeast False Creek is the last major undeveloped area in downtown Vancouver's False Creek waterfront. The area's unique location along the waterfront and conduit for views towards the mountains, BC Place stadium and Science World, provides a strong opportunity to 'think outside the box' when it comes to the design of the buildings, parks and public spaces in the neighbourhood. The Plan aims to ensure unique and responsive architecture and innovative and inclusive public spaces and parks to help affirm Northeast False Creek's role as an accessible and inclusive part of our city.

It is critical that new developments in Vancouver contribute toward the sustainability and resiliency of Vancouver. The Northeast False Creek Plan aims to take the next steps in helping ensure the city we build today is healthy, vibrant, and minimizes its impact on the environment while ensuring resilience to future stresses.



Community  
Garden



# 8 HEALTHY COMMUNITY

## 8.0 HEALTHY COMMUNITY

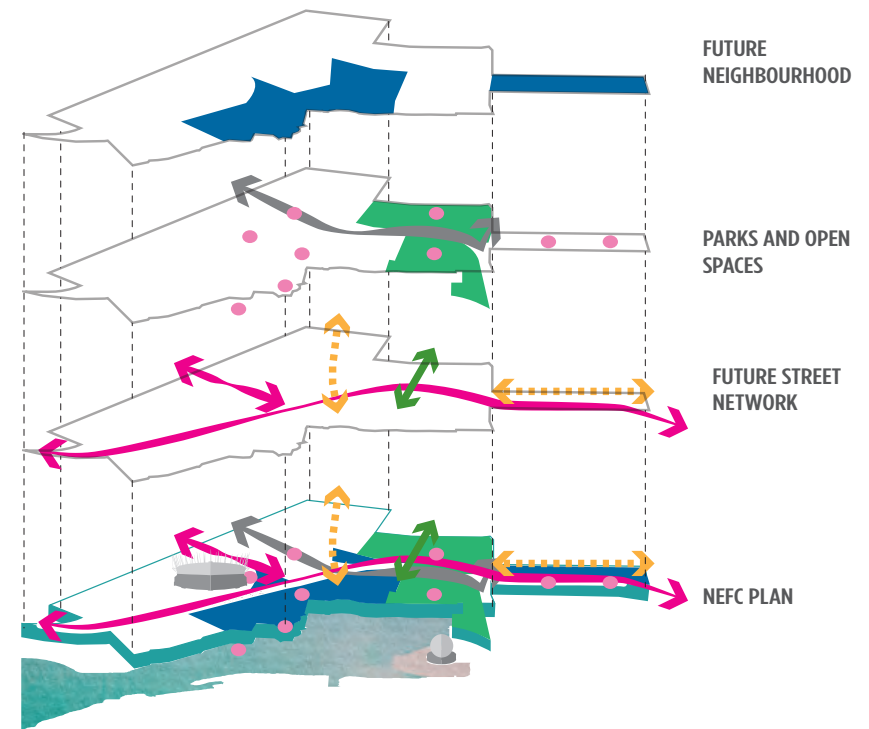
### Introduction

The Healthy City Strategy (2014) is Vancouver's strategy for well-being and equity that integrates initiatives related to social determinants of health. Healthy outcomes for individuals and communities are shaped by social factors such as: social isolation; poverty; access to nature; and educational and employment opportunities. The City's efforts as a City of Reconciliation will also have a significant role to play in achieving Healthy City outcomes.

Replacing the viaducts with a new street network and development of the lands within Northeast False Creek could result in a number of community and social impacts, both to those already living in and around the area, as well as future residents and business owners. Social impacts can be best described as alterations to the ways in which people live, work, play, relate to one another, organize, meet their needs, and cope as members of society. In this respect, social impacts resulting from large-scale development and neighbourhood change can potentially improve or decrease the health and well-being of people.

Social impacts are often cumulative (a combination of past, present and 'reasonably foreseeable' future actions) and may result from a single development, multiple developments, or from the incremental development of an entire area, over time.

The framework that informs the Healthy City Strategy is made up of three main focus areas: healthy people, healthy communities, and healthy environments. The strategy also includes 12 distinct but connected goal areas that address everything from childhood development and healthy environments to social connection and community economic development. A Social Impact Assessment was undertaken with the intention of engaging residents and all sectors of the local community to help shape the development of a healthy community for all.





## Social Impact Assessment

A Social Impact Assessment (SIA) is a process for analyzing, monitoring and managing the intended and unintended social impacts of a development project. It prioritizes people living and working around a new development and builds upon their knowledge, values and experience.

The goal of the SIA is to identify and document potential social impacts in order to help mitigate the negative and maximize the positive impacts. The SIA helps create a baseline for future reference, monitoring and action. It is a tool that helps to inform decision-makers and lead to policies that enhance the potential for development and community change. SIAs also act as a catalyst for improving the health and well-being of those living and working in and around the area undergoing change.

## Northeast False Creek – Cumulative Impacts

In 2016, the City of Vancouver engaged a consultant to begin collecting data and information and build upon the SIA conducted for the new St. Paul's Hospital and Health Campus, as well as the extensive, multi-year Downtown Eastside SIA. This initial piece of work focused on social impacts that could occur as a result of new development in the area, in particular: Georgia and Dunsmuir viaducts/100-200 Block Union/Prior Streets and Andy Livingstone Park. With vulnerability defined as the degree to which a population is able to cope with, resist and recover from the impacts of change, an emphasis was placed on the impacts to vulnerable populations. Vulnerable populations living in the study area included (but were not limited to) people who are homeless, people living in single room occupancy hotels (SROs) and social housing, low-income individuals and families including the working poor, Indigenous people, people with disabilities, drug users, people affected by mental illness, survival sex workers, artists and seniors. It was also recognized that certain groups who may not fall into these categories are also vulnerable to neighbourhood changes and pressures that come from new development, including small businesses, arts and cultural communities, renters, and some middle-income earners. Cultural impact was also assessed in relation to the vulnerability of the area's rich multicultural heritage with its high population of artists, diverse cultural communities, and key arts and cultural spaces.

In addition to the initial social impact work undertaken in 2016, the City also considers the ongoing engagement with local groups and communities as key contributors to the assessment, including:

- Musqueam, Squamish and Tsleil-Waututh Nations
- Urban Indigenous communities
- Chinatown community
- The Black Community
- Arts and culture community
- Advisory committees, including
  - » Northeast False Creek Stewardship Group,
  - » Northeast False Creek Park Design Advisory Group, and
  - » other civic advisory committees
- Local residents, and
- Local business owners

Most SIAs are focused on how an individual community, with a set of particular issues, will be affected by a single new development coming into their community. As Northeast False Creek is a larger development it must be considered along with adjacent development, including the Downtown Eastside, the new St. Paul's Hospital and Health Campus, and False Creek Flats. A cumulative approach assesses the impacts to diverse, local communities as a result of the multiple, large-scale, developments within the area. The impacts resulting from the changes taking place in adjacent areas, and the social impacts to neighbouring communities were assessed and a mitigation strategy was proposed.

## Impacts, Mitigation and Monitoring

The SIA is ultimately viewed as an ongoing process, one that aims to collect baseline information and establish an effective framework that can help to mitigate and monitor change over the long-term. The objective is to provide a description of the potential impacts, present mitigation strategies, as well as identify strategies for ongoing monitoring.

### Impacts

The Northeast False Creek SIA is intended to identify the social impacts resulting from the replacement of the Georgia and Dunsmuir viaducts and new development in the area. Identifying a single, or even multiple specific impacts within a rapidly changing and large area is challenging. Many of the key impacts are cumulative and are expected to result from a variety of neighbourhood and demographic changes.

### Mitigation

Proposed mitigation strategies appropriate for the Northeast False Creek study area identify key opportunities to maximize benefits and mitigate negative impacts resulting from the replacement of the viaducts and new development in the area. These mitigation measures are intended to be considered by the City of Vancouver, senior levels of government, community partners (developers, local agencies, service providers and businesses) and the surrounding communities when moving forward with design, policy and programming.

The following graphic presents a high-level summary of the potential mitigation strategies presented in the SIA. The potential mitigation strategies are overlaid on the 12 Healthy City Strategy goal areas. Mitigations placed within the first ring are conceived as potential mitigation strategies that could occur on-site, or mitigation strategies that could apply to development within Northeast False Creek. Mitigation strategies outside of the first ring are viewed as those that are more likely directly impactful and meaningful to communities adjacent to Northeast False Creek area.

### Potential Monitoring

Monitoring strategies are suggested so that baseline and recurring data collection can occur as part of ongoing social impact management. By tracking this data, the effectiveness of the management strategies can be assessed, and new or revised initiatives/policy may better be directed at ongoing or emergent issues.

## Social Impact Mitigation Strategies



Inner ring: The mitigation strategies within the inner ring are meant to be considered in Northeast False Creek.

Outer ring: The mitigation strategies within the outer ring are meant to be considered in or outside Northeast False Creek.

Overlapping: Some mitigation strategies are spread across two or more categories.





MUSÉE D'ART  
ART CONTEM  
CONTEMPORAIN  
MUSÉE  
ART  
CONTEMPORAIN  
ORAIN  
MUSÉE D'ART  
CONTEM

QUARTIER  
DES SPECTACLES

QUARTIER  
DES SPECTACLES

Quartier de spectacles (Photo Courtesy of Daoust Lestage)





# 9 PLACES FOR PUBLIC LIFE

## 9.0 PLACES FOR PUBLIC LIFE

### Introduction

Northeast False Creek has the opportunity to become one of the top 10 destinations in Vancouver.

This Plan provides a canvas to guide the continued evolution of downtown's False Creek waterfront, including a vibrant and convivial mix of land uses, and series of new and renewed parks and open spaces. These distinct places for public life will reconnect the historic neighbourhoods to the east, the downtown and the False Creek waterfront.

A community of three distinct districts and a network of flexible and accessible spaces for public life will help define the character of this area. The three districts outlined within this chapter will provide an overall framework for how the community can grow, while recognizing the distinct characters within each of these areas. These districts will form the backbone of Northeast False Creek and help reconnect people and community.

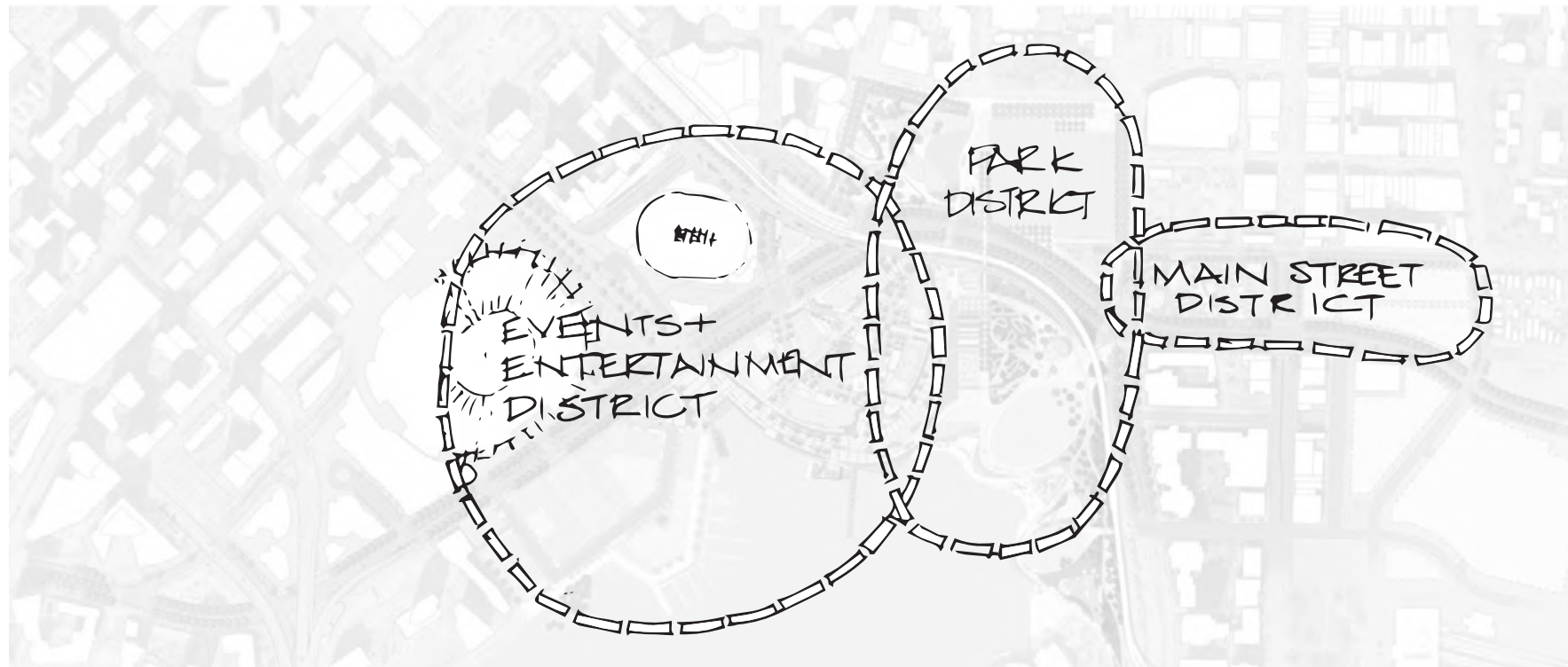
It is expected that the new neighbourhood could include approximately 10,000-12,000 new residents and 6,000-8,000 new jobs as part of a vibrant and diverse mixed-use community.

### Public Spaces in Vancouver



- |                                |                                |                               |
|--------------------------------|--------------------------------|-------------------------------|
| <b>a</b> Stanley Park          | <b>e</b> English Bay           | <b>i</b> Queen Elizabeth Park |
| <b>b</b> Granville Island      | <b>f</b> Canada Place          | <b>j</b> Hastings Park        |
| <b>c</b> Northeast False Creek | <b>g</b> Robson Street         |                               |
| <b>d</b> Seawall               | <b>h</b> Vancouver Art Gallery |                               |

## Three Districts



### Events and Entertainment District

This district will continue to serve as a major destination for thousands of local, regional, domestic and international visitors each day and will become an iconic and memorable place that locals choose to be and visitors want to experience.

### Park District

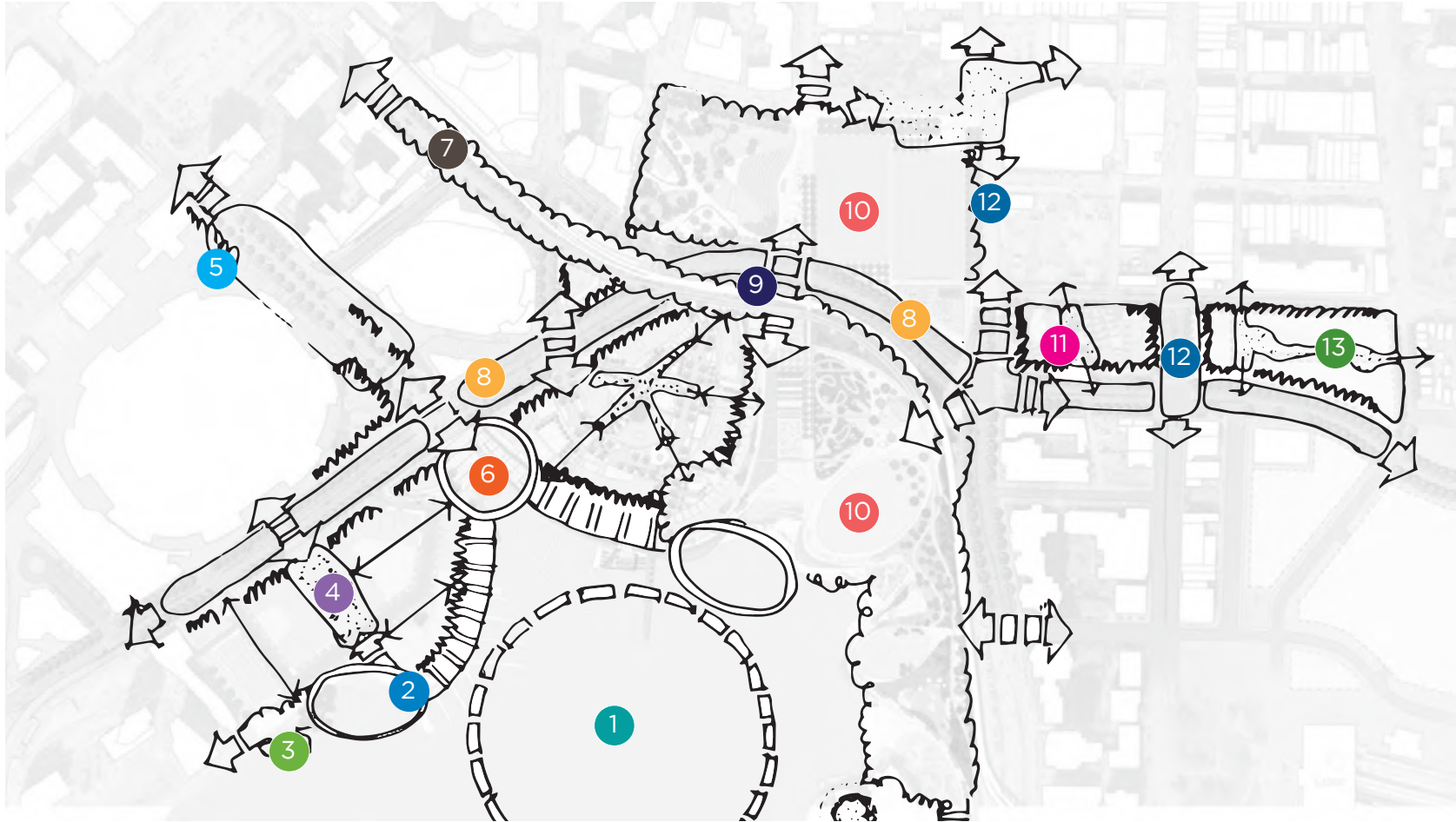
The Park District will be a commons for people from local neighbourhoods to meet and mingle every day, and for other residents and visitors to come and enjoy or celebrate a special event.

### Main Street District

These blocks will contribute to the social and cultural connectivity of the area. They will connect the historic communities of the Downtown Eastside, Citygate and the False Creek Flats to the new Creekside Park and False Creek Waterfront.

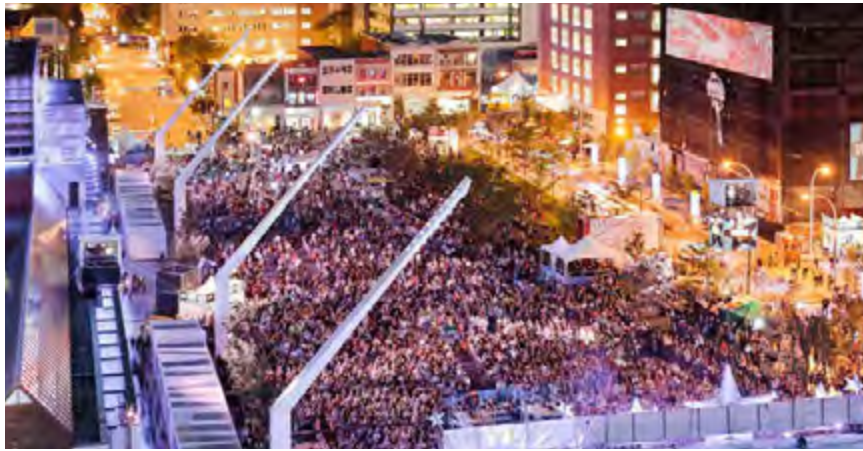


## Places for Public Life in Northeast False Creek



- |                            |                           |                        |                    |  |
|----------------------------|---------------------------|------------------------|--------------------|--|
| 1 False Creek Public Basin | 2 Arts Pavilion and Plaza | 3 Habitat Water's Edge | 4 Plaza of Nations | 5 Georgia Street                       |
| 6 Georgia Landing          | 7 Dunsmuir Connection     | 8 Pacific Boulevard    | 9 Carrall Plaza    | 10 Creekside and Andy Livingstone Park |
| 11 Historic Shoreline      | 12 Reconnecting Chinatown | 13 Hogan's Alley       |                    |  |

## An area of three distinct districts



Quartier de spectacles (Photo Courtesy of Daoust Lestage)



### 9.1 EVENTS AND ENTERTAINMENT DISTRICT

Georgia Street will anchor the Events and Entertainment District, including the stadia and cultural facilities in the area, to the waterfront and serve as a major destination for thousands of local, regional, domestic and international visitors each day. A series of inclusive and accessible public spaces along the waterfront cater to people of all ages and backgrounds, including neighbouring residents, through a broad range of programming. This district is an iconic and memorable place that locals choose to be and visitors want to experience.

#### Policies

- 9.1.1 Establish a vibrant and celebratory events destination for locals and visitors that includes a mix of job space and mixed housing opportunities.
- 9.1.2 Require new residential buildings to meet higher standards of acoustic performance to maximize liveability and mitigate impacts from local events and entertainment noise including through:
  - » Triple Glazed windows
  - » Enclosed balconies
  - » Air conditioning or other means to cool interior spaces
  - » Increased noise insulation
  - » Locating job space on lower building floors
  - » Other innovative approaches to noise mitigation

- 9.1.3 Require notice to purchasers and residents that their residence is part of an events and entertainment district, through amendments to the Noise By-law and notices on title.
- 9.1.4 Improve placemaking opportunities for events and entertainment functions through the use of colour and lighting and as a space for nightlife, celebration, events, gathering and community programming. Lighting elements should be both decorative and functional.
- 9.1.5 Explore opportunities to expand and enhance the iconic and integrated lighting system within Northeast False Creek further into the Downtown through the Public Space Strategy for Downtown Vancouver.
- 9.1.6 Explore opportunities for public space stewardship models (i.e. to program and manage) for public and privately-owned public spaces to ensure vibrancy during occasions when large events are taking place, as well as periods when no major events occur.
- 9.1.7 Explore suitable opportunities for built-in and/or dedicated on-site infrastructure to be made available to event organizers to reduce setup costs, duration and noise (e.g. purpose built fencing, stage equipment, power, lighting, load-in locations).
- 9.1.8 Provide a series of dedicated spaces and integrated utilities along Georgia Street and the waterfront to allow for pop-up and semi-permanent kiosks, markets, vendors or other arts and culture installations, eliminating the need for generators.





Bryant Park, New York

## 9.2 PARK DISTRICT

The replacement of the viaducts presents the opportunity to build a new destination park in the heart of the community that brings together new and renewed park spaces: Creekside Park, Andy Livingstone Park, the Skateboard Plaza and the new Dunsmuir Connection. The Park District will be a commons for people from local neighbourhoods to meet and mingle every day, and for other residents and visitors to come and enjoy or celebrate a special event.

The park will be unique and will have a singular identity unlike any other park in Vancouver. Spaces will be designed for flexible and multipurpose use that can easily change throughout the day, over the seasons and through the years. It will be an inclusive, safe and welcoming place that will enrich everyday life and create community. Bringing nature into the city, the park will be an ecologically and visually rich environment that will bring people closer to the water and take in the view and sunsets over False Creek. Innovative design at multiple scales (ecologically, socially, materially) will create a place of extraordinary experience and be a model of sustainable open space. Art will play a central role in the park through a range of public art projects at many scales, including permanent artworks on significant sites, temporary projects, and socially engaged events.

## Policies

- 9.2.1 Ensure a minimum of 13.75 acres of new parks and open space within the new Creekside Park extension, Georgia Wharf, Carrall Street conversion to park, and Dunsmuir Connection.
- 9.2.2 Create a strong visual cohesiveness across this district to express the unique identity of the park through consistent design standards of repeating elements (e.g. furniture, lighting and signage).
- 9.2.3 Develop physical and visual connections with all the parks and open spaces throughout Northeast False Creek, including the public spaces in the Events and Entertainment District and Main Street blocks.
- 9.2.4 Support, reflect and honour the contemporary significance of the site to Musqueam, Squamish and Tsleil-Waututh Nations and Urban Indigenous Community.
- 9.2.5 Celebrate the history of this part of Vancouver and integrate it into the public realm design.
- 9.2.6 Create a vibrant waterfront destination with animated building frontages.
- 9.2.7 Explore opportunities to support local arts and culture through programs in the park as well as through interactive public art installations.
- 9.2.8 Design an inclusive Park District that is accessible to all ages and abilities.
- 9.2.9 Integrate the Crime Prevention through Environmental Design (CPTED) principles into new and renewed park design to encourage safe use of the park and open spaces and respectful interaction between users.
- 9.2.10 Seek a high level of environmental and ecological performance as well as integrate green infrastructure in the park and open spaces.
- 9.2.11 Explore partnerships to create stewardship and educational opportunities for the park.
- 9.2.12 Secure operating funds to ensure a high level of on-going care, maintenance and operation of the park and open spaces.
- 9.2.13 Celebrate the seasons by encouraging a diverse range of event programming for all times of the day and year.





Existing Main Street

### 9.3 MAIN STREET DISTRICT

The removal of the viaducts provides an opportunity to reconnect the north and south sides of Main Street between Prior Street and Union Street. Two full city blocks will offer an integrated and accessible new city building opportunity that will advance significant cultural reconciliation and inclusivity. These blocks will connect the historic communities of the Downtown Eastside, Citygate and the False Creek Flats to the new Creekside Park and False Creek Waterfront.

These blocks will contribute to the social and cultural connectivity of the area. They will include new local businesses along the ground floor and a mix of market and social housing opportunities above and behind, integrated with new community spaces and support local food systems.



Illustration of Main Street without the Viaducts

#### Policies

- 9.3.1 Require small scale local business street edges that contribute to an interesting and convivial street experience.
- 9.3.2 Explore opportunities to honour the heart of Vancouver's Black Community as part of the redevelopment of the site at 898 Main Street, referred to in this plan as Hogan's Alley.
- 9.3.3 Provide a variety of housing options including:
  - » targeting 300 units of social housing
  - » social housing for artists
  - » a mix of housing for families and singles, consistent with Council policies as set out in the Downtown Eastside Plan. For more information refer to 15.0 Community and Homes.
- 9.3.4 Explore options to locate a cultural centre on site.
- 9.3.5 Establish new 'gateways' into Chinatown along Main Street, Quebec Street and Gore Avenue.



## 9.4 PLACES FOR PUBLIC LIFE

- 9.4.1 Develop a Public Space Framework and Toolkit for Northeast False Creek.
- 9.4.2 Encourage opportunities for water access, streetscape, architecture and public realm design that reflect the area's environmental, cultural and political histories.
- 9.4.3 Explore opportunities to support the creation and design of public spaces that are welcoming to users of all ages, abilities, income-levels and backgrounds.
- 9.4.4 Conduct a sound/noise study for outdoor performance venues.
- 9.4.5 Explore opportunities to provide access to False Creek waterways for culturally-specific programming.
- 9.4.6 Encourage food as a key component of public life through culturally relevant food assets, which could include food businesses, community kitchens, public markets and spaces that enable food-sharing, gathering and celebration.

## 9.5 CHINATOWN CULTURAL DISTRICT

- 9.5.1 Support the Chinatown Community with cultural programming and walking tours in Chinatown.
- 9.5.2 Explore opportunities to designate cultural space within Northeast False Creek for story-telling and other activities
- 9.5.3 Strengthen communication and cultural competency.
- 9.5.4 Conserve, commemorate and enhance living heritage and cultural assets in Chinatown by securing heritage funding in the public benefits strategy that can be used for capital and cultural funding.
- 9.5.5 Provide input to the Civic Asset Naming Committee to name assets within Northeast False Creek based on the history and contribution of the Chinese Community.
- 9.5.6 Support the Keefer Memorial Square redesign and ensure the Andy Livingstone Park redesign and policies for Quebec and Keefer Street enhance the design context.
- 9.5.7 Ensure street closures for events are possible with necessary infrastructure and traffic mitigation plans.







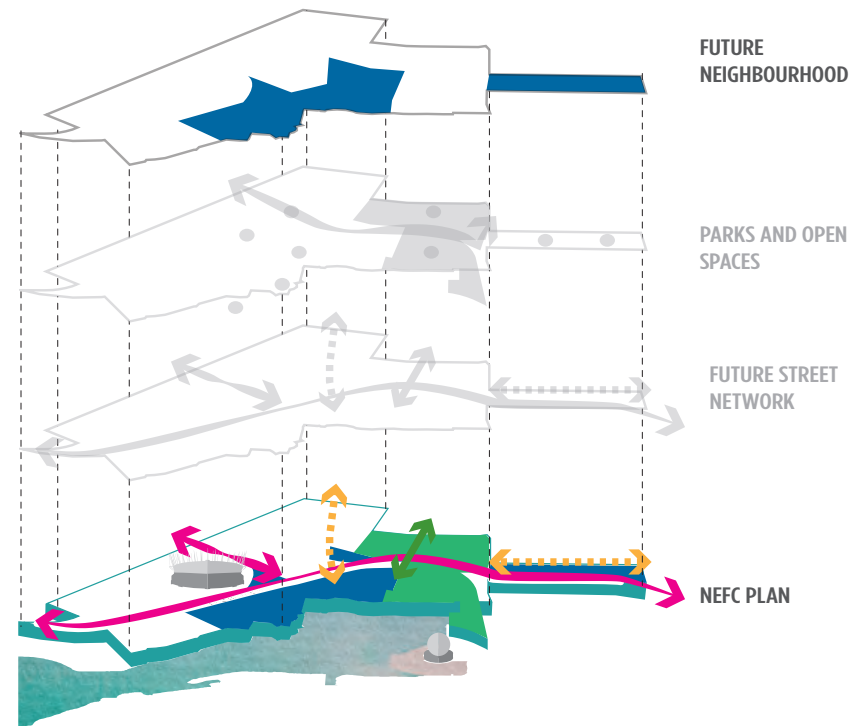
# 10 URBAN DESIGN



## 10.0 URBAN DESIGN

# Introduction

This urban design chapter focuses on the key relationships, edges and interfaces between city and water, public places, supporting uses, public views and built form of the future Northeast False Creek neighbourhood. The principles provide guidance and an overarching approach for more detailed directions for public spaces and development areas outlined as policies in this and other chapters in the Northeast False Creek Plan.





## City-wide Context and Policies

The False Creek North Official Development Plan (1990) looks to preserve views and also create views, including views of designed focal points. With the renovated BC Place stadium roof, spires and lighting, the stadium has become an icon in the city skyline and a focal point of Northeast False Creek. The Plan outlines the parameters of built form and patterning of public space that will retain and frame key views to the stadium. Similarly, the Georgia Street end view will ensure that views to Science World and False Creek are focused and framed along the new Georgia Street and landing.

Northeast False Creek Directions for the Future (2009) envisions enhanced access, connection and integration with the downtown and calls for the provision of connected, active and convivial public spaces and plazas. The Plan builds on these directions with the connection of Georgia Street to Pacific Boulevard, the Dunsmuir Connection, and the necklace of places, spaces, and park of the waterfront. On the Main Street blocks a sunny south facing new Pacific Boulevard connects a network of new public spaces including a contemporary recognition of Hogan's Alley.

A guiding principle of the Northeast False Creek Conceptual Plan (2015) is to reconnect the historic communities and the False Creek waterfront. Removal of the barrier of the viaducts provides an opportunity to rethink how these communities connect to each other and the waterfront. The design of the Creekside Park extension, Andy Livingstone Park, the new Carrall Greenway, the activation and enhancement of Quebec Street park edge, Main Street and the new Pacific Boulevard as outlined in this plan are all important elements in creating these connections. The 2015 Conceptual Plan also emphasizes the creation of a vibrant waterfront district and the urban design policies in this document direct the creation of public realm framework supported by active uses that together will make Northeast False Creek a welcoming and engaging place for residents and visitors alike.

The Council-approved View Protection Guidelines (2011) define view cones to protect selected threatened public views. There are nine view cones that cross Northeast False Creek, creating a variety of maximum potential

heights across the sites. The developments in Northeast False Creek will be designed to comply with the view cones, with a recommended exception at the new intersection of Georgia Street and Pacific Boulevard as described below.

The General Policy for Higher Buildings (2014) identifies locations and criteria for the consideration of higher buildings. While the tallest buildings are in the Central Business District, the policy also identifies important entries to the downtown as gateway sites – Burrard Bridge Gateway and Granville Bridge Gateway. The completion of Georgia Street, Vancouver's premier ceremonial street, at Pacific Boulevard and False Creek warrants marking with higher buildings as a third gateway. These buildings would be reviewed in accordance with the General Policy for Higher Buildings for architectural creativity and excellence, contribution to the beauty and visual power of the city's skyline, and leadership in sustainable design and energy consumption.

The Healthy City Strategy (2014) set a goal for all Vancouverites to be engaged in active living and have incomparable access to nature, as well as a right to a healthy environment and equitable access to livable environments with high neighbourhood walk scores. The form and pattern of development, connectivity to public places and spaces, active and engaging ground floors, connections to water, park, and views to the mountains are all elements of the Plan, that will support Healthy City Strategy goals.

Greenest City Action Plan (2015) and Vancouver's Urban Forest Strategy (2014) set an objective to deliver 150,000 new trees planted by 2020. In addition to the significant tree canopy that will be added in the streets and parks of Northeast False Creek, the urban design principles seek to establish building typologies that expand opportunities for tree plantings on useable green roofs, rooftop and terraced plantings, as well as facades and balconies of buildings designed to support appropriate selected trees and vertical greening.

## Urban Design Principles

The Plan uses a principled approach to shape how and where development occurs and the appropriate built form. The following urban design principles provide structure and guidance to the more detailed policy, guidelines and regulations to be applied throughout the Northeast False Creek neighbourhood.

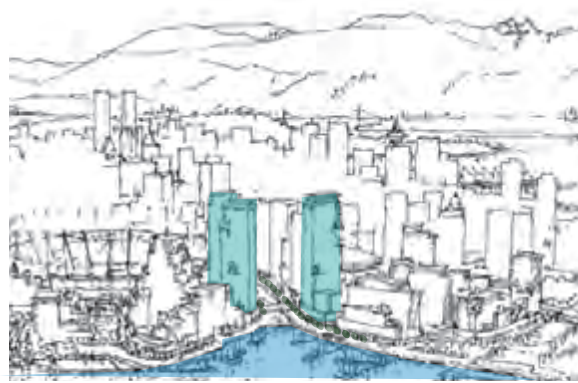
### WATER TO WATER

Locate and design buildings to frame the view to False Creek and Science World along the alignment of Georgia Street as counterpoint to Lost Lagoon in Stanley Park. Celebrate water to water with public art, lighting and water features.



### GEORGIA GATEWAY

Mark the significance of the new intersection of Georgia Street and Pacific Boulevard with higher buildings that contribute to the beauty and visual power of the city's skyline and frame street end views to the False Creek Basin.



### FALSE CREEK PUBLIC BASIN AND WATERFRONT

Emphasize the False Creek Basin as a public place prioritizing public use. Limit extent of private marina use in favour of public activities along the water's edge with access both from the land and from the water. Populate the water's edge with places for people to linger, eat, drink and enjoy including restaurants, cafés, pavilions and shelters that create opportunities to engage the water at all times of year, and in all types of weather.



### CONNECTED AND PROMINENT PARK

Configure the new Creekside Park extension to expand and open out along the water enhancing the park presence and visual accessibility from surrounding communities and the seawall. Open up the views along Pacific Boulevard at the new Carrall Greenway to visually connect the park and open placemaking views to the water and Science World along the Carrall Greenway.



### BRING THE WATER TO GEORGIA STREET

Explore opportunities to reconfigure the water and shore to bring water to the Georgia Landing, a new waterfront plaza where the city meets the water. An active urban waterfront will frame Georgia Street and the new inlet. Transition to a naturalized water's edge emphasizing biodiversity and habitat.



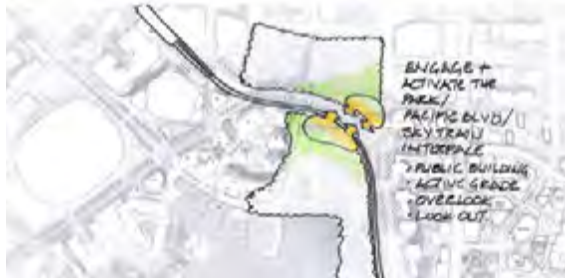
### AN URBAN WATERFRONT FOR PEDESTRIANS

Prioritize pedestrians at the foot of Georgia. Design the waterfront so that the flow from restaurants, seating, and public promenades to the water's edge is not interrupted by cars in the high season and fine weather. Design waterfront restaurants and retail with primary vehicular access and servicing from off-waterfront locations.



## ENGAGED PARK/PACIFIC/ SKYTRAIN INTERFACE

Address the challenges of the juncture of park, SkyTrain and the new Pacific Boulevard with uses, public park structures and/or other design elements that engage, activate and connect. Enhance the experience of the approximately 130,000 SkyTrain trips per day for whom this section of park is the first and last view of the city before the tunnel to downtown.



## PACIFIC BOULEVARD 'GREAT STREET'

Define and engage the space of this 'Great Street' with buildings and uses that bring life and activity. Infill the edge of BC Place along this important frontage. Establish a significant tree canopy to further enhance the experience and comfort of the street.



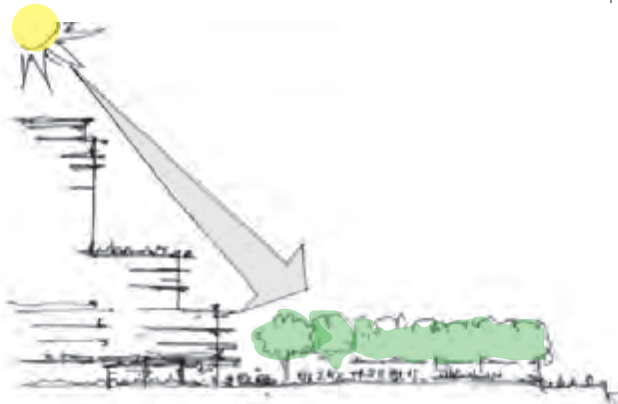
## WATER/PARK/MOUNTAIN VIEW

Enhance and frame the view corridor from False Creek across the new park to the mountains.



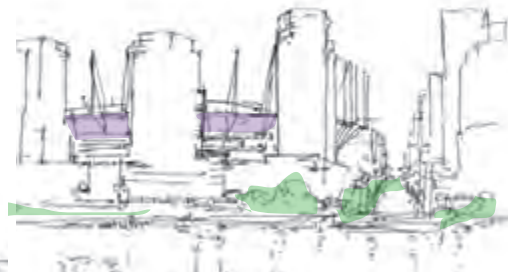
## SUNLIGHT ON PUBLIC PLACES

Design and shape buildings with consideration for sunlight access on important public places.



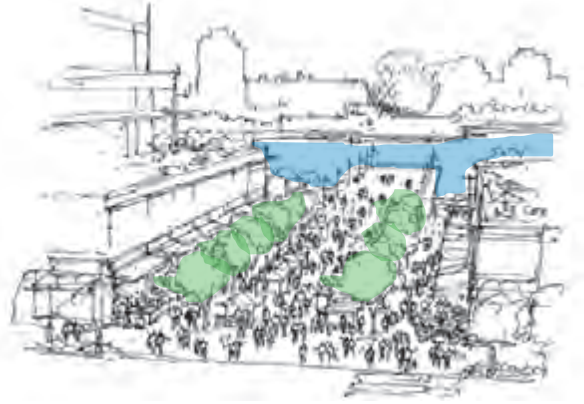
## CELEBRATE BC PLACE

Preserve views to this iconic public building and its symbolic lighting. Design and locate buildings to frame views to the stadium from key public places along the seawall, the Expo line and the new Pacific Boulevard.



## PUBLIC LIFE AND PUBLIC PLACES

Focus life on a clear fine grain network of streets, lanes and public places.





## A UNIQUE PLACE AND A NEW BUILDING TYPOLOGY FOR VANCOUVER

Evolve new building typologies beyond the tower and podium of Vancouverism. Grow the new typology from:

- Exploration of fine grain fabric and high density forms to create a human scale.
- 'Sticky edges' to linger, enjoy, socialize and engage.  
Strategies should include:
  - » An emphasis on publicly accessible uses and amenities at grade and opening out to public streets, places and spaces (shops, restaurants, cafés, services, meeting spaces, etc.)
  - » Frequent entrances.
  - » Visual interest, outdoor displays and display windows.
  - » Places to sit, linger, enjoy the sun, and people watch.
  - » Building design at the edges to create comfort and a sense of human scale with protection from the elements, lower scale street walls with higher forms setback to enhance daylight and to reduce wind and improving local microclimate.
- Greater mix of uses.
- Living spaces that offer a sense of ground, green and garden on upper building levels. Strategies should include:
  - » Vertical and horizontal green creating habitat on buildings and blurring the line between inside/outside and built/natural.
  - » Selecting plantings to enhance sustainability and local climate modification, passive solar shading of interior spaces, etc.
  - » 'Topographic' buildings suggesting landforms and creating opportunities for connection and interplay of building levels.
  - » Advancing the social life and livability of high density forms through multiple level or multiple exposure units, common areas and green spaces on upper levels, places to gather and meet, and design that foster casual encounters.
  - » Providing for balconies and terraces that can accommodate trees and landscaping to enhance biodiversity, roof top gardening and rainwater runoff.
- Consideration of floorspace exclusions for additional vertical circulation (exit stairs), and horizontal roof top exiting that enable new building typologies that push beyond the boundaries of the tower and podium, and the slab form.
- Seek opportunities to compose blocks and frontages in a way that facilitates participation of multiple architects to contribute to the uniqueness of Northeast False Creek.
- The buildings/developments need to meet the latest High Performance Sustainability requirements.



Bosco Verticale Building. Credit: Papa Horza on Flickr



Photo Courtesy of Jean-Marc Bonfils Architects, Beirut Lebanon



Evergreen Building, designed by Arthur Erickson



219 E Georgia, Chinatown, designed by Birmingham and Wood Architects

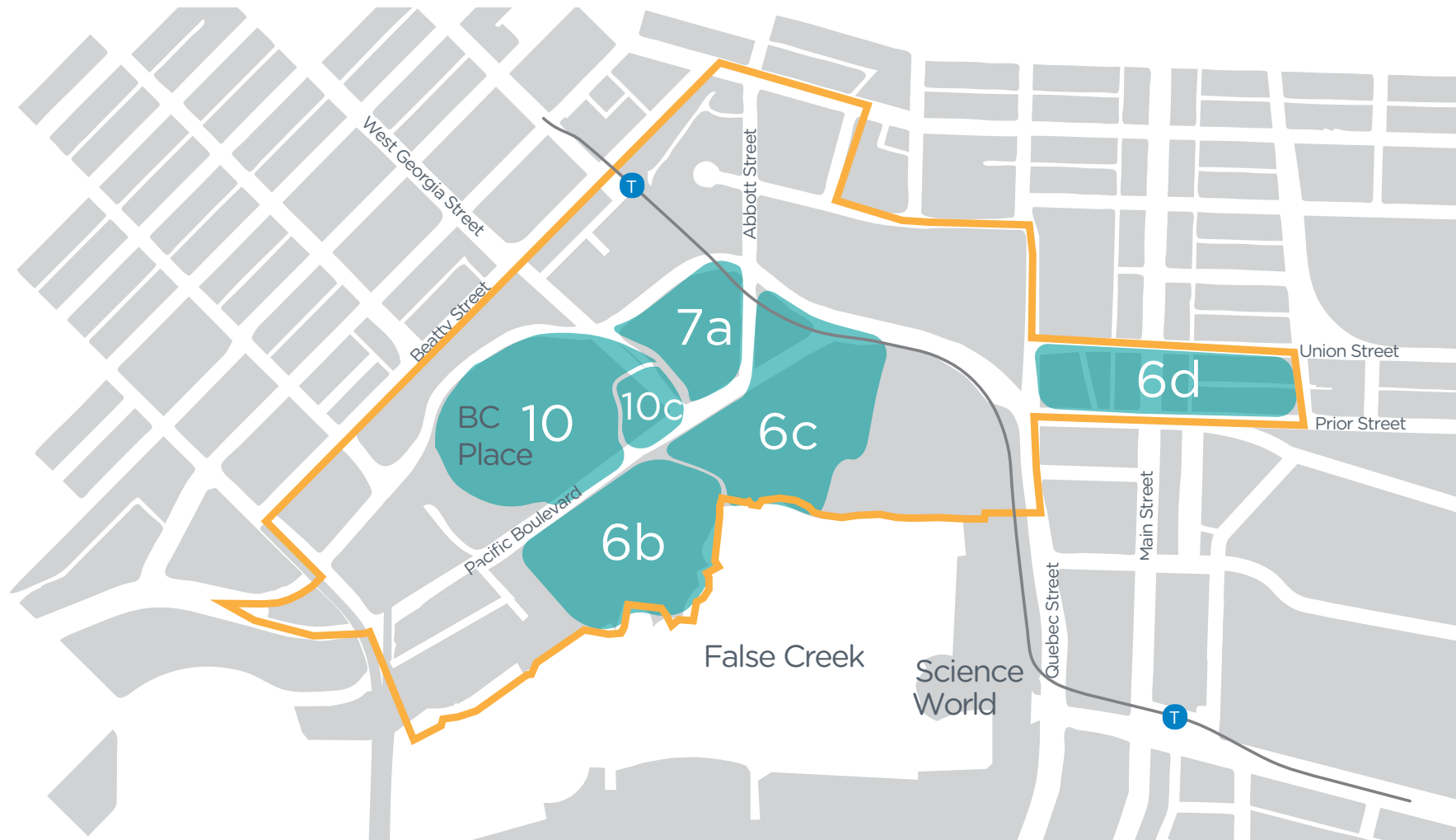


Oslo waterfront (Credit: José M P Sanchez)

## How This Chapter Works

For each sub-area within Northeast False Creek, the following information is provided:

- » A high level description of the sub-area character, including public space and built form elements.
- » Policies regarding the massing of new development and relationship to public places and spaces, streets and adjacent context.
- » Heights, densities and land uses for each sub-area.
- » Illustrations of selected aspects of the sub-area.





## 10.1 SUB-AREA 6B

The Plaza of Nations site has a legacy as a place of gathering and celebration in the city, being the home of the Expo 86 BC Pavilion and the Plaza of Nations covered performance space. Redevelopment will continue this legacy of public gathering and celebration in the places and spaces that form the framework for the future of the site.

As the site sits between BC Place and False Creek, its form of development will be key to the relationship between the stadium and water. One of the key organizing principles for the site is the creation of a central public space that connects BC Place visually and physically to the water. The form of development will step back and up from this central space to create a bowl, framing views of the stadium spires from False Creek. A light roofed structure over a portion of this public space will provide for year-round all-weather events.

A pedestrian crossing on Pacific Boulevard will be created connecting to a renovated and activated ground level and new central access gate at the field level of BC Place.

The False Creek waterfront of the site will be comprised of two distinct experiences: Georgia Wharf and Habitat water's edge. Georgia Wharf will be an active, vibrant waterfront area with shops and waterfront restaurants along a promenade for pedestrians from the foot of Georgia Street to the Habitat Water's Edge. Development will terrace down in height from Georgia Street west to the Habitat Water's Edge (Refer to #3 on p. 58). The waterfront promenade building(s) will offer many public uses including a hotel and a concentration of restaurants, shops, upper level offices and amenities. The building(s) will be designed with a series of publicly

accessible roof-top terraces ascending and connecting to upper level restaurants and gardens.

The Habitat Water's Edge will form the western waterfront of the site, retaining and enhancing the legacy forest plantings from Expo 86.

The juncture between the Georgia Wharf and the Habitat Waters' Edge will be a promontory that is highly visible east, west and south along the creek, and aligned with the public space connecting to the stadium. Consideration should be given to the provision of cultural performing arts space in this area.

A focal point of public life will be a community centre and ice rink that will be provided in the blocks between the waterfront and the stadium. The community centre will be designed with a clear presence in the public realm on the connection to the stadium, the waterfront and Georgia Landing.

## Policies

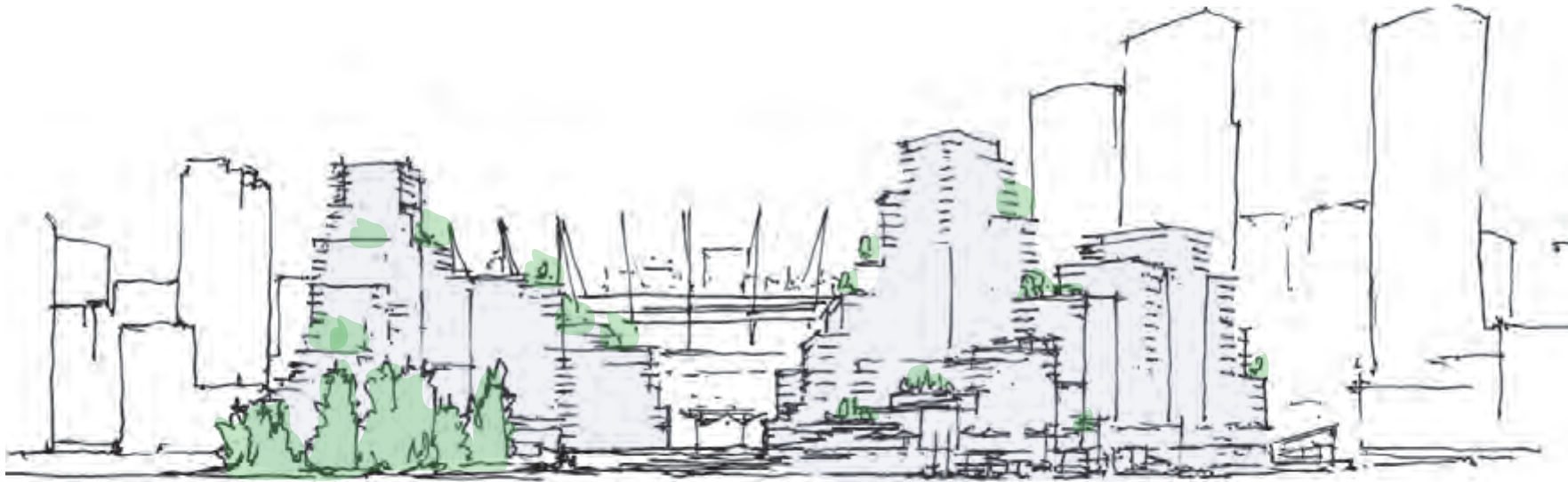
### Overall Policies

- 10.1.1 This sub-area should contain a maximum floor area of 1.7 million sq. ft. of residential and non-residential uses. Additional density may be considered, subject to urban design performance, delivery of public amenities and alignment with the Northeast False Creek Plan Urban Design Principles.  
  
Final maximum densities will be determined through the rezoning process.
- 10.1.2 Ensure a minimum of 350,000 sq. ft. of new non-residential job space is delivered. This job space is intended to anchor the Events and Entertainment District to the False Creek Waterfront and contribute toward meeting the goals of the Metro Core Jobs and Economy Land Use Plan.
- 10.1.3 Buildings should be a range and variety of heights up to the view cone (approximately 30 storeys).
- 10.1.4 Target approximately 2.5 acres of new open space.

### Connecting BC Place to the Water

- 10.1.5 BC Place/Waterfront Connection: Provide a central public space, pedestrian connection and view corridor on the alignment between BC Place Stadium, False Creek, and Olympic Village Plaza. Consider provision of a light, roof structure over a portion of this space for year-round all-weather events.
- 10.1.6 Views to the stadium: shape the form of development to step back and up from the central public space to create a bowl, framing views of the stadium spires from Southeast False Creek Village Plaza, Science World and other key public viewpoints around the creek.





Perspective sketch showing Sub-area 6B within Northeast False Creek

- 10.1.7 Terraced Massing: Building forms will terrace down to the centre of the site and from Pacific Boulevard to the water. The highest forms will be located along Pacific Boulevard at the western and eastern ends of the site.

#### Pacific Boulevard

- 10.1.8 Pacific Boulevard: Provide active uses along Pacific Boulevard, and design lower residential levels with consideration for noise and proximity to places of gathering, outdoor seating, etc. For more information, refer to 12.0 Streets and Connectivity.

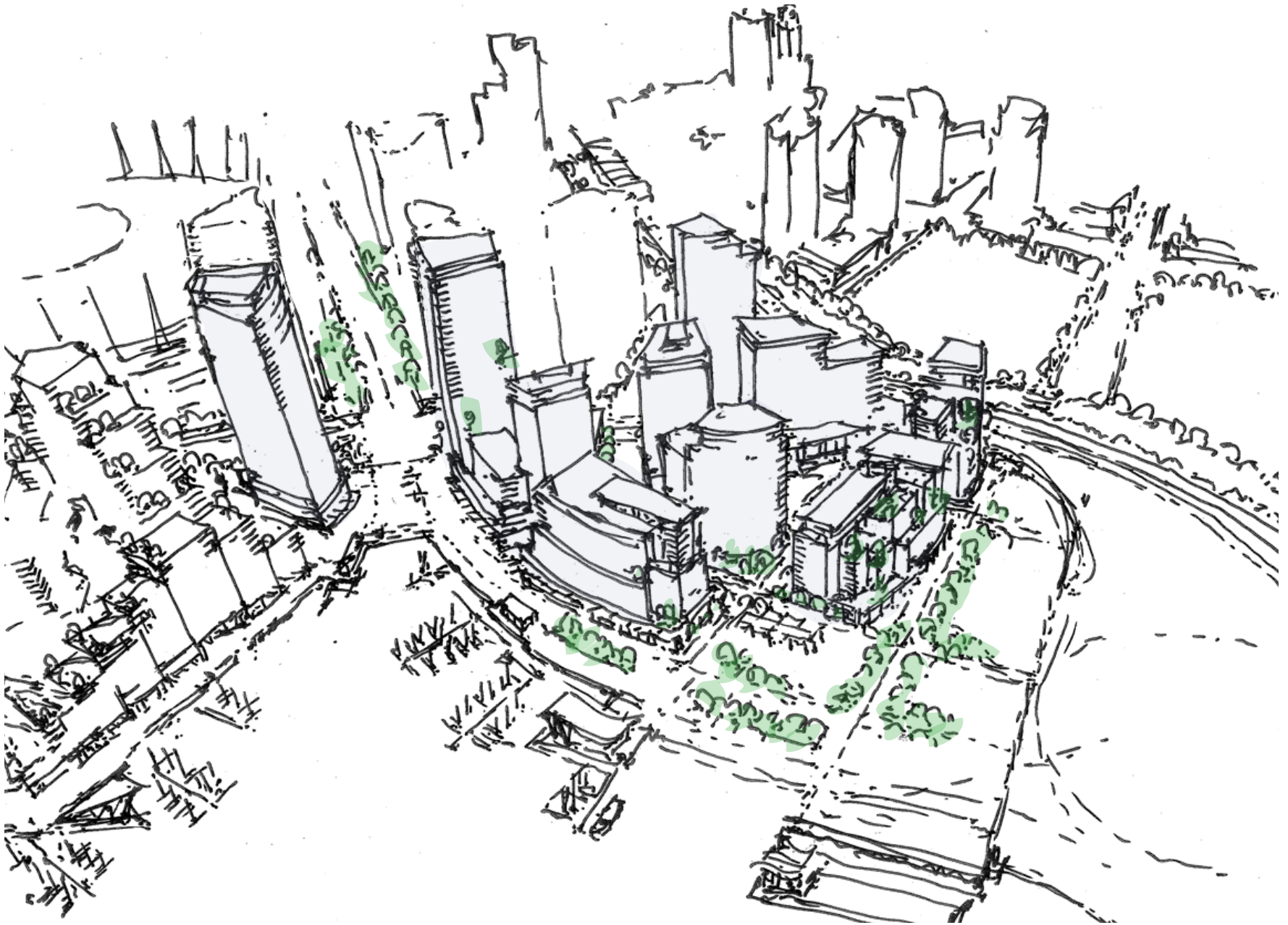
#### False Creek Waterfront

- 10.1.9 Georgia Wharf and Waterfront Promenade Building: An active urban pedestrian waterfront will be formed by a stepped and terraced building that descends westward toward the Habitat Water's Edge. The waterfront promenade building(s) will offer many public uses including a hotel and a concentration of restaurants, shops, upper level offices and amenities. The building(s) will be designed with a series of publicly accessible roof-top terraces ascending and connecting the seawall to upper level restaurants and gardens.
- 10.1.10 Floating restaurants will further activate and engage the waterfront. Consideration will be given to connecting bridges and docks for public access to the water.

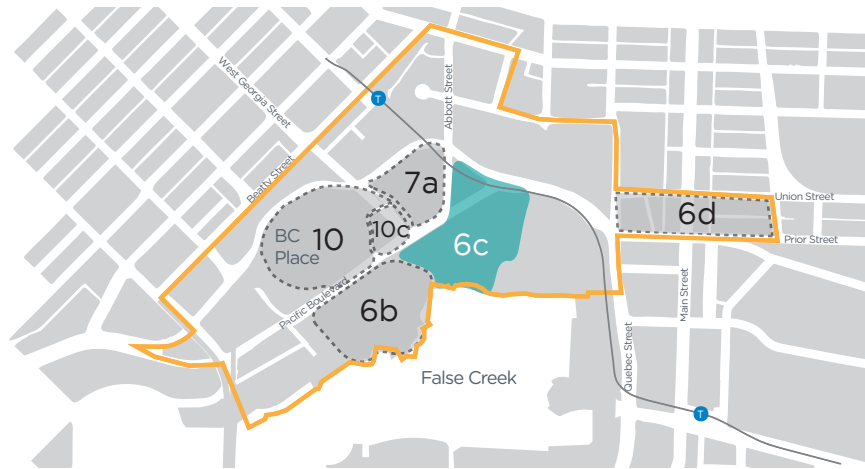
- 10.1.11 Promontory - Arts pavilion: The prominent point on False Creek will be acknowledged in use and form. Consideration will be given to arts and performance space and public art.
- 10.1.12 Habitat Water's Edge: The Habitat Water's Edge will retain existing trees and extend this area for habitat and nature in the city, in and at the waters' edge.
- 10.1.13 Fine Grain and Permeability: Create a finer grain of movement and light through the larger building blocks of Sub-area 6B. Support building design that encourages frequent breaks in the street frontage and allows connections to the neighbourhood and waterfront.
- 10.1.14 Design the larger blocks such that they may be composed of distinct buildings, designed by different architects.

#### Relationships With Adjacent Sites

- 10.1.15 Ensure a neighbourly relationship with the adjacent residential building to the west (Cooper's Lookout) including a minimum tower separation of 80 ft. and consideration of outlook. Step and terrace the building down towards the water opening out views to the Creek.
- 10.1.16 Provide for a shared street and vehicular access between Sub-area 6B and Sub-area 6C.



Perspective sketch showing Sub-area 6C within Northeast False Creek



## 10.2 SUB-AREA 6C

Sub-area 6C spans the Events and Entertainment District and the Park District of the Northeast False Creek Plan. This area is pivotal in the meeting of city and water at the landing of Georgia Street at False Creek, and in the shaping and activation of the new Creekside Park extension. It bounds several block frontages of the new Pacific Boulevard, and will be a critical part of creating and activating two major city to park connections — Carrall Greenway and the Dunsmuir Connection.

**The replacement of the Georgia and Dunsmuir viaducts with a new street network creates a substantial opportunity for significant mixed-use development in Sub-area 6C, however the development lands have irregular parcelization and are owned by multiple landowners, including the City of Vancouver. The densities, heights and urban design parameters described in this sub-area are based on the requirement that all lands be jointly developed to create a cohesive and integrated waterfront district, which would not otherwise be possible through the development of individual land holdings.**

Development of the site will reshape the waterfront to bring water closer to Georgia Street and Pacific Boulevard. The south-facing Georgia Wharf will set direction for the unique and urban waterfront experience that people are envisioning for Northeast False Creek. Pedestrian priority will be emphasized in this area.

The significance of the new intersection of Georgia Street and Pacific Boulevard warrants consideration of a strategic intervention to the Council-approved View Cone 9.1 (Cambie Street to North Shore Mountains) which limits buildings in this area to approximately 300 ft. in height. The new intersection will mark the meeting of city and water, and the urban connection of Vancouver's prime ceremonial street with Pacific Boulevard,

False Creek and neighbourhoods to the east. It will be a focal point of the regionally significant Events and Entertainment District at the juncture of the two stadiums. Allowing the buildings immediately adjacent to this intersection to exceed the View Cone would mark the significance of this place and act as counterpoint in the skyline to the tallest towers at 1100 block Georgia Street. The height should punctuate the skyline without exceeding the line of the mountains as viewed from the Cambie Street viewpoint origin.

Aside from the defined Cambie View Cone, the most prominent views of the three buildings site at this intersection will be from locations in and around the basin of False Creek and the seawall. From these vantage points, the two towers of 6C are foreground elements that frame the alignment of Georgia Street and views to False Creek and Science World. To emphasize this framing and establish a hierarchy between the towers that form the gateway, a height of up to 425 ft. could be achieved on Sub-area 6C through:

- establishing significant and recognizable new benchmarks for architectural creativity and excellence, while making a significant contribution to the beauty and visual power of the city's skyline.
- achieving a higher level of environmental sustainability, and
- ensuring the additional height and value generated supports the public benefits in Northeast False Creek.

While the development is adjacent to downtown and the large forms of the stadia buildings, it also defines the western edge of the new park and frames the bowl of the view corridor from False Creek to the new park and mountains beyond. It forms the edge of the downtown peninsula and traces the path of past water connections from False Creek through the neck of the Downtown Eastside and historic districts to Burrard Inlet. It engages the edge of the Carrall Greenway that is a central organizing element in the new park and a reflection of the past water course. The form, uses, and design of the buildings in relation to the park will be of primary importance in activating the park and optimizing sunlight and potential for enjoyment in its spaces. The buildings along the park edge are some of the most prominent buildings in Northeast False Creek. They set the foreground for the development and the downtown, and are most visible from the SkyTrain, Creekside Park, Southeast False Creek, and Citygate.



## Policies

### Overall Policies

- 10.2.1 For any development to occur, all landowners need to proceed collectively with a single, comprehensive redevelopment of the Sub-area, consistent with the urban design principles of this plan, in order to achieve the heights and densities anticipated below.
- 10.2.2 This sub-area should contain a maximum floor area of 2.1 million sq. ft. of residential and non-residential uses. Additional density may be considered, subject to urban design performance, delivery of public amenities and alignment with the Northeast False Creek Plan Urban Design Principles.
- Final maximum densities will be determined through the rezoning process.
- 10.2.3 Ensure a minimum of 220,000 sq. ft. of new non-residential job space is delivered. This job space is intended to anchor the Events and Entertainment District to the False Creek waterfront and contribute toward meeting the goals of the Metro Core Jobs and Economy Land Use Plan.

### False Creek Waterfront and Georgia Wharf

- 10.2.4 Reshape the waterfront to bring an inlet of water closer to Georgia Street and Pacific Boulevard, and mark the meeting of the city with the water with a public square—Georgia Landing, and a wide public promenade—Georgia Wharf.
- 10.2.5 Frame the Georgia Landing and the alignment of Georgia Street with the two tallest buildings of the development. Ensure that the building forms are shaped and designed to respect the Georgia Street End view, and to create a comfortable space and human scale for pedestrians. Design and shape the west tower to retain views to BC Place.
- 10.2.6 Mark the intersection of Georgia Street and Pacific Boulevard with higher buildings that may exceed View Corridors 9.1 and 9.2, Cambie Street to North Shore Mountains, to a height of approximately 425 ft.
- Review these buildings in accordance with the General Policy for Higher Buildings which seeks to establish a significant and recognizable new benchmark for architectural creativity and excellence, while making a significant contribution to the beauty and visual power of the city's skyline, and demonstrating leadership in sustainable design and energy consumption towards the city's objective for carbon neutrality.

- 10.2.7 Provide for a shared vehicular access between Sub-area 6C and the adjacent Sub-area 6B.
- 10.2.8 Georgia Wharf and waterfront promenade buildings: Line the wharf and landing with active uses with a particular focus on a variety of restaurant, café and bars. Design the buildings to create sunny south facing outdoor seating areas.
- 10.2.9 Create smaller scale food and beverage outlets and pavilions along the waterfront edge.
- 10.2.10 Create floating restaurants and pavilions on the water to further activate and engage the waterfront. Ensure that buildings on the water are located, scaled and designed so as not to work against visibility and presence of water in the inlet, and public views of the creek. Consideration will be given to docks for public access to the water.
- 10.2.11 Design the wharf area to prioritize pedestrians, while accommodating dedicated cycling as part of the seawall. Design waterfront buildings so that vehicular access is not needed along the waterfront, but consider the inclusion of limited vehicular access to the frontage in the off-season.

### Creekside Park Frontage

- 10.2.12 Bring park and green planting up onto buildings along the Creekside Park frontage. Shape, sculpt, step back from the park edge and step down toward the water, to optimize sunlight access to the park.
- 10.2.13 Design the base of development along the park edge to create an inviting and permeable interface with the park, with a sense of visual accessibility to the public, even when spaces are private. Express human scale at the lower levels of buildings and design to create 'sticky' edges with activities and uses to encourage people to linger and enjoy.

## Pacific Boulevard

- 10.2.14 Provide active uses along Pacific Boulevard and design lower residential levels with consideration for noise and proximity to places of gathering, outdoor seating etc. For more information, refer to 12.0 Streets and Connectivity.
- 10.2.15 Support building design that encourages frequent breaks in the street frontage and allows connections to the neighbourhood and waterfront.
- 10.2.16 Design, shape and optimize the height and length of buildings to facilitate morning sun on sections of Pacific Boulevard, afternoon sun on the interior areas of the site, and to allow views and permeability through the site.
- 10.2.17 Design the heights and forms of buildings to limit shadowing on Andy Livingstone Park, Crosstown Elementary and childcare facility.

## Dunsmuir Connection

- 10.2.18 Design the buildings that interface the Dunsmuir Connection with the same considerations given an active, vibrant at-grade-street. Elements to integrate and activate the linear park connections should include: retail, amenities, outdoor patios, connection points to grade, benches, plantings and overlook by inhabited space.
- 10.2.19 Design and landscape with consideration for safety, comfort and clarity of pedestrian and cyclist movement. Consider providing viewpoints north to mountains for pedestrians stepped up above the level of cyclists.
- 10.2.20 Consideration may be given to building forms over portions of the active connection.

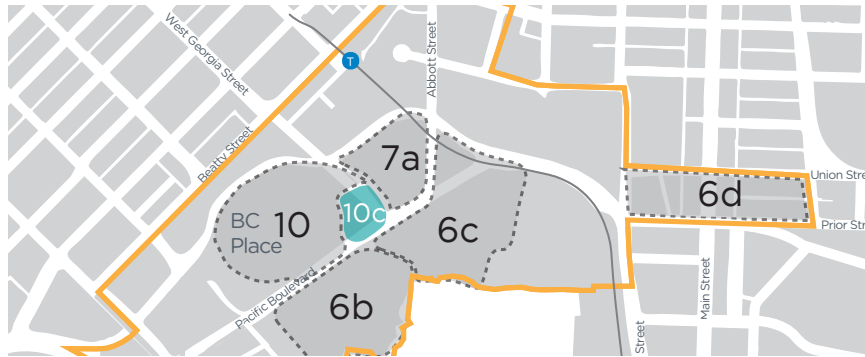
## Central Lanes

- 10.2.21 Create a network of finely scaled commercial and publicly active pedestrian lanes providing a unique experience in the city.
- 10.2.22 Program the lanes to support small scale enterprises, independent retailers, start-ups, food stalls, arts spaces and a continually changing scene to bring people back again and again to fresh experiences (For more information refer to 13.0 Play and work).



Perspective sketch showing Sub-area 10C within Northeast False Creek





### 10.3 SUB-AREA 10C

When the False Creek North Official Development Plan (ODP) was first created, the stadium had not been renovated to include the spires and lights that are now seen as an iconic element in the Vancouver skyline. At the time, the simple inflated roof and prominent concrete structural ring were not valued visually, and the ODP specifically sought to wrap the stadium with other buildings. This approach led to the design and form of the new casino/hotel complex and other buildings to the south and west of the stadium.

Since the renovation of the stadium roof and introduction of the light ring, the stadium has become a valued icon of the Vancouver skyline. As such, one of the key urban design principles for Northeast False Creek is to shape, locate and design future development to retain views to the stadium where possible. Another important design influence is Georgia Street as the ceremonial street of the city connecting water to water. Georgia Street frontages and spaces should be active during major events and at other non-programmed times.

The significance of the new intersection of Georgia Street and Pacific Boulevard warrants consideration of a strategic intervention to the Council-approved View Cone 9.1 (Cambie Street to the North Shore Mountains) which limits buildings in this area to approximately 300 ft. in height. The new intersection will mark the meeting of city and water, and the urban connection of Vancouver's prime ceremonial street with Pacific Boulevard, False Creek and neighbourhoods to the east. It will be a focal point of the regionally significant Events and Entertainment District at the juncture of the two stadiums. Allowing the buildings immediately adjacent to this intersection to exceed the View Cone would mark the significance of this place and act as counterpoint in the skyline to the tallest towers at 1100 block of Georgia Street. The height should punctuate the skyline without exceeding the line of the mountains as viewed from the Cambie Street viewpoint origin.

Aside from the defined Cambie View Cone, the most prominent views of the three buildings at this intersection will be from locations in and around the basin of False Creek and the seawall. From these vantage points, the two towers of Sub-area 6C are foreground elements that frame the alignment of Georgia Street and views to False Creek and Science World. To emphasize this framing and establish a hierarchy between the towers that form the gateway, a height of up to 400 ft. could be achieved through outstanding architectural design and leadership in sustainable design in accordance with the General Policy for Higher Buildings for Sub-area 10C.

### Policies

10.3.1 This sub-area should contain a maximum floor area of 400,000 sq. ft., including up to 300,000 sq. ft. of residential and use. Additional density may be considered, subject to urban design performance and alignment with the Northeast False Creek Plan Urban Design Principles.

Final maximum densities will be determined through the rezoning process.

10.3.2 Mark the intersection of Georgia Street and Pacific Boulevard with higher buildings that exceed View Cone 9.1, Cambie Street to North Shore Mountains, to a height of approximately 400 ft. on Sub-area 10C.

Review these buildings in accordance with the General Policy for Higher Buildings which seeks to establish a significant and recognizable new benchmark for architectural creativity and excellence, while making a significant contribution to the beauty and visual power of the city's skyline, and demonstrating leadership in sustainable design and energy consumption towards the city's objective for carbon neutrality.

10.3.3 Ensure that the Georgia Street frontage of the building is designed to accommodate the pedestrian flow associated with major events, and to respect and enhance the new role of Georgia Street as a ceremonial street connecting water to water. Design to activate and engage the street with stepped terraces that transition to the building edge and enable seating areas for restaurants and commercial spaces. Consider the inclusion of water in the transition between steps and sloped areas as a continuation of landscape elements further north and west along Georgia Street.

10.3.4 Support Pacific Boulevard as a 'Great Street' with a commercial base opening out to and activating the street. Introduce further commercial uses westward along the base of BC Place where possible.

10.3.5 Design and shape the residential tower above the podium to maximize the retention of views to the spires and lights of BC Place from Georgia Landing, Georgia Wharf, and along Pacific Boulevard.

10.3.6 Consideration will be given for additional non-residential uses that support the Events and Entertainment District function.

10.3.7 Design the residential building with consideration for the noise and vibrancy of the stadiums and the Events and Entertainment District of Northeast False Creek.

10.3.8 Acknowledge the Stadium Upgrade Agreement for BC Place, which does not require Community Amenity Contributions (including the provision of affordable housing) from developments on the Stadium beyond the Stadium upgrade itself.



Perspective sketch showing Sub-area 6D (800 Quebec Street & 801 Main Street, and 898 Main Street) within Northeast False Creek.



## 10.4 SUB-AREA 6D

The redevelopment of each of the blocks to the east and west of Main Street represents an unprecedented opportunity to redress a moment in history, that is fundamentally at odds with Vancouver today, and the future to which we aspire — the destruction of a diverse community to facilitate a car dominated city of freeways.

The two blocks are part of several communities; needing to speak socially and physically to this rich and varied context — Chinatown, Strathcona, False Creek, Citygate, False Creek Flats and the emerging hospital precinct.

The redevelopment of the blocks is a cornerstone in reconnecting Main Street, Chinatown and the communities to the south and a significant opportunity to re-establish a focal point for the Black Community in Vancouver. The 898 Main Street site was the nucleus of the Black Community prior to its deliberate displacement with the construction of the viaducts. The Northeast False Creek Plan provides an opportunity to meaningfully honour the Black Community that existed prior to the building of the viaducts while celebrating the contributions of the contemporary Black Community. Please refer to 4.0 Reconciliation and Cultural Redress and 6.0 Planning Process for more information on the history of the block and the process that has led to the policies in this Plan.

The western block, prior to the filling in of False Creek, was perched at the edge of the water, with the shoreline running through the centre of the block. The eastern half of the block between the shore and Main Street was subdivided into 25 ft. lots fronting Main Street. The Hogan's Alley block to the east of Main Street was also subdivided into 25 ft. lots with a T-shaped lane. This subdivision pattern remains today, despite the occupation of the two blocks with the highway forms of the Georgia and Dunsuir viaducts.

The future of these blocks is as an inclusive, diverse and equitable community including indoor and outdoor places to gather, a focus on local access to healthy food, and a diverse tenure including opportunities for family and affordable housing.

### Overall Policies

- 10.4.1 A maximum of 900,000 sq.ft. of new residential and non-residential floor area is anticipated in Sub-area 6D, including a minimum of 100,000 sq .ft. of non-residential floor area. Additional density may be considered, subject to meeting the policies of this plan, and in the interests of achieving the significant public interest and benefits redevelopment of this sub-area presents.  
  
Final maximum densities will be determined through the rezoning process.
- 10.4.2 Target 300 units of social housing, a cultural centre and a childcare centre in Sub-area 6D.



## 898 Main Street (Hogan's Alley block)

### Porches Passages and Thresholds

The front porch plays a vital role in the life of a community. Porches are where communities happen. Children play, friends meet to hang out and share stories. The porch is where we make introductions and take Sunday photos. It is not quite public and not completely private. The porch is a place in-between the very public life of the street and the very private life of the family.

This 'place in-between' is like no other. It resides in-between Vancouver's past and its future; a physical place that was destroyed but is still a flourishing, strong-knit community. This will be a place for community to come together and thrive. It will welcome those in Vancouver and those from afar, particularly those with no other porch to shelter them.

The porches will become those places between the intimate life of a tight-knit community and their welcoming acts of kindness offering shelter to strangers. They will be places for friends to gather, sharing stories and facing challenges together. High and low, large and small, the porches will embody the spirit of the community past and present and will honour those values that make it strong.

### Policies

#### Main Street Cultural Centre

- 10.4.3 Establish a Cultural Centre of approximately 27,000 sq.ft. on the 898 Main Street block. The Cultural Centre will be a focal point for the Black Community, and will be welcoming and inclusive to all – a place 'from the community, for the community'.
- 10.4.4 Locate the Cultural Centre on Main Street for visibility and connectivity to the city, and with a clear presence on the Alley. Create a passage/connection into the Alley as part of how the Centre is organized and designed. In either abstract or literal ways, this passage should tell a story and also be a welcoming, celebratory gateway.
- 10.4.5 Program the Cultural Centre to support community building through food, gathering and celebration, education and empowerment, art music and dance, and research and knowledge of Black Canadian history.
- 10.4.6 Design the Cultural Centre to reach outward with sheltered gathering- a 'front porch', open space for music dance and celebration, outdoor dining associated with a community kitchen, and rooftop gardens. Consider opportunities for components of the Cultural Centre to be located and integrated throughout the block.



Children on a porch in Hogan's Alley (Credit: Tracey McDougall)



## Hogan's Alley

- 10.4.7 Organize development of the block around Hogan's Alley, a public and pedestrian space.
- 10.4.8 Design the block, its public spaces and buildings with a character, scale, personality and overall experience that is unique and distinct from the city outside the block. This block interior should be a focus of life, small scale local businesses, music, oasis, a safe place and community. Emphasize culturally-centred retail, food/market (African Diaspora specific), social enterprise, live/work/sell, co-working spaces, and maker space. If larger, more typical businesses and retail are part of the future of the block, they should be designed to primarily address the surrounding street frontages. Consider colour, texture, aroma, and sound as an integral part of the design.
- 10.4.9 Organize the Alley around the three historic entry points, with a varied path within that need not be the rectilinear 'T' form of the original subdivision. The Alley can be more organic, rhythmic, curvilinear in its path, and/or incorporate geometry of the circle that reflects more African influence.
- 10.4.10 Create two plazas toward the west and east ends of the alley connected by a narrower more intense and urban section centrally within the block.
- 10.4.11 Line the alley with doors and openings that swing wide, roll-up, or fold away to let activity and life spill out.
- 10.4.12 Stitch community together across the alley with bridges as places for social connection and vantage points to watch people and activity. Design homes to terrace up and offer balconies, roof gardens overlooking the Alley. Recall the former 'H-frame' structures that use to line the alley in the form and structure of the bridges, or as other framework elements along the alley, as is feasible in pursuing sustainability, accessibility, affordability and operational needs and urban design best practice to be determined through the rezoning process.
- 10.4.13 Open out the Alley connection to the south and west to provide a clear and visible connection from Main Street. Explore the potential of this location for public art that speaks to the history of the block and the Black Community in Vancouver.
- 10.4.14 Connect the Alley to the surrounding streets with passages that are an opportunity for storytelling, and which can be powerful moments of transition.
- 10.4.15 Ensure that the Alley and the buildings and uses that line it are designed to invite and include all ages, with particular consideration for youth and intergenerational opportunities.

## Building Typologies and Scale

- 10.4.16 Configure and design the block, including individual buildings and open spaces between buildings, to support social life and connections – porches, terraces, rooftops, balconies, inside and outside circulation, common areas, gathering spaces and other building forms that support social life and connection and that offer glimpses of life within. Create a range of scale of spaces for a variety of activities.
- 10.4.17 Extend and lift the existing 25 ft. lot pattern up to create a finely scaled rhythm of building and uses reflecting the historic patterning of the block and Chinatown, and creating opportunities for roof gardens on multiple levels overlooking the Alley.
- 10.4.18 Vary and offset the heights along the two east/west sections that form Hogan's Alley, referencing the mountain skyline and the sawtooth height pattern of historic Chinatown.
- 10.4.19 Vary the heights and setbacks along the Alley creating opportunities for a variety of scales of outdoor places, and terraced roof gardens overlooking the alley from multiple levels.
- 10.4.20 Draw inspiration from the African Diaspora in form, detail, colour, texture, and material. Introduce organic, circular, and curvilinear forms in key building elements, projections, canopies, and balconies within the centre of the block and Hogan's Alley.
- 10.4.21 Support a vibrant life within the block and along the alley. Develop strategies for opening out and closing off areas that generate noise to adapt to different times of day and different weather conditions. Design residential units with particular consideration for livability in relation to noisy uses.
- 10.4.22 Explore design strategies to support community building through intergenerational housing for extended families.

- 10.4.23 Establish a height pattern that responds to the existing and future context of the block:
- » Main Street – together with the Main Street frontage of the west block, a 90 ft. maximum reflecting the proposed maximum Main Street height for Chinatown, and developed with a sawtooth roof pattern.
  - » Union Street – primarily 90 ft. or less, with up to approximately 120 ft. centrally and toward the west end of the block.
  - » Prior Street – primarily 90 ft. or less with up to approximately 150 ft. centrally and toward the east end of the block, referencing the transitional height in the Council approved policy for new St. Paul's across the street.
  - » Gore Avenue and Strathcona - transition down to approximately 60 ft. to 65 ft. in height.
- 10.4.24 Design intentions for typology and scale may be amended to allow the delivery of sustainable, affordable commercial and residential spaces and should be considered during the rezoning process.

## 800 Quebec Street and 801 Main Street

### Recall the layers of history

- 10.4.25 Draw upon the rich social and cultural history of the site; xʷməθkʷəy̓əm (Musqueam), Skwxwú7mesh (Squamish), and mi ce:p kʷətxʷiləm (Tsleil-Waututh), Chinatown, Strathcona and the Black Community.
- 10.4.26 Recall the lot pattern that still exists today despite the viaducts.
- 10.4.27 Reflect and celebrate the original shoreline through public space improvements and architectural design.
- 10.4.28 Consider traces of the viaducts (e.g. through look outs, projections, alignments, fragments).

### Main Street

- 10.4.29 Create a genuine fine grain fabric that picks up on the narrow lot pattern and establishes an interwoven pattern of buildings, spaces, and connections that draws upon the Chinatown history and form of development.
- 10.4.30 Repair the Urban Fabric on Main Street by restoring the continuity of shops and services. Reflect the 25 ft. subdivision pattern in the form and patterning of buildings along Main Street and provide a variety of urban streetwall heights that reflect the sawtooth roof pattern of Chinatown buildings. Emphasize uses and small scale enterprises that provide high visual interest and frequency of shop entrances.

## Historic Shoreline Mid-Block Space

- 10.4.31 Create a finely-scaled mid-block public space that recognizes the historic shoreline that passed through the centre of this block prior to the filling in of False Creek for industrial land.
- 10.4.32 Reflect the shoreline in the landscape and public realm including consideration of rainwater and other water elements, plantings, and varied relationships of water to building.
- 10.4.33 Work with xʷməθkʷəy̓əm (Musqueam), Skwxwú7mesh (Squamish), and mi ce:p kʷətxʷiləm (Tsleil-Waututh) Nations and Urban Indigenous communities in expressing the natural and cultural significance of the historic water's edge.
- 10.4.34 Activate the space with retail, building entries and amenities.
- 10.4.35 Explore the potential to reinforce local identity for Chinatown through programming and activation of the space.
- 10.4.36 Explore opportunities to establish an international food market in the central mid-block public space and include opportunity for connection to Chinatown's existing food businesses.
- 10.4.37 Explore opportunities to extend the mid-block public space connection from Union Street through to Chinatown Memorial Square through future development.

## Quebec Street Park Edge

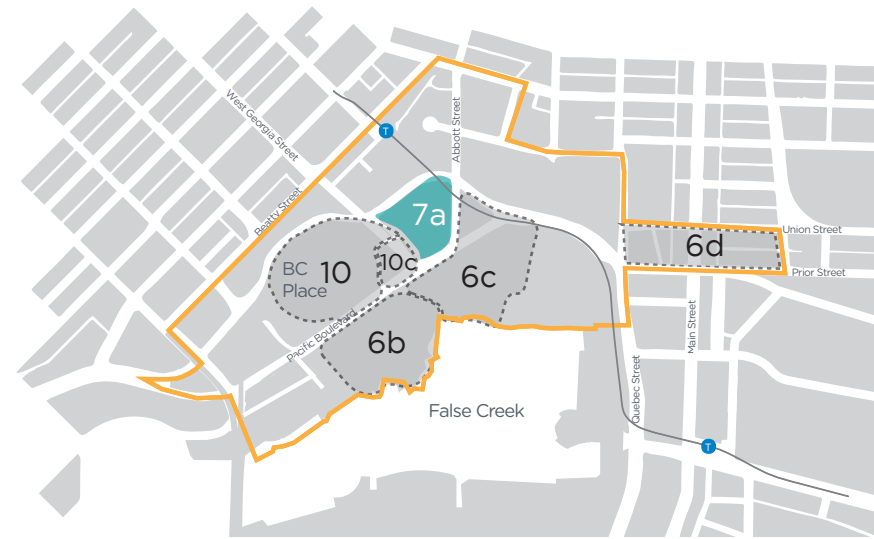
- 10.4.38 Develop the Quebec Street frontage to draw people up along the street and act as a gateway into Chinatown.
- 10.4.39 Design the park fronting buildings to enhance and frame the bowl of the view corridor from False Creek across the new park to the mountains. Consider upper level restaurant space with roof-top decks overlooking the park, and view down False Creek, mountains and downtown skyline.
- 10.4.40 Take advantage of and respond to the park frontage and outlook. Design the park fronting buildings to bring park and green up onto buildings; to be shaped, sculpted, step back from the park edge. Consider creating vantage points at upper levels for common amenities.

## Prior Street

- 10.4.41 Engage and respond to Prior Street. Build an active and animated street edge to capitalize on the southern orientation and create wider sidewalks to enhance the pedestrian experience and provide opportunities for interaction and opportunities for activation.

## Building Typologies and Scale

- 10.4.42 Draw upon the typologies of the surrounding context to create an urban block and built form that is a meeting point of the narrow 25 ft. vertically proportioned forms of Chinatown, the tower forms of Citygate and International Village and the mid-rise forms of Southeast False Creek. Locate the highest building form as part of the family of towers in Citygate at the central south side of the west block.
- 10.4.43 Incorporate a variety of heights up to the view cones (approximately 20 storeys).
- 10.4.44 Create stepped and terraced building forms that respond to the park frontage, create opportunities for vertical green at upper levels, take best advantage of views from the site, and optimize built form and density within the several view corridors that cross the site.
- 10.4.45 Locate tall building forms off Main Street to enable the strong urban streetwall scale of Chinatown to dominate. Limit the size and floor plate of taller buildings and express the narrow 25 ft. lot patterning in upper level building forms.
- 10.4.46 Establish a height pattern that responds to the existing and future context of the block, and transitions in building height from Citygate north and east to Chinatown and Strathcona:
  - » Main Street – together with the Main Street frontage of the 898 Main Street block, a 90 ft. maximum reflecting the proposed maximum Main Street height for Chinatown, and developed with a sawtooth roof pattern
  - » Union Street – primarily 90 ft. or less, with up to approximately 130 ft. or view cone height centrally at the west side of the shoreline mid-block space.
  - » Prior Street – primarily 90 ft. or less, with up to approximately 220 ft. or view cone height centrally at the east side of the shoreline mid-block space.
- 10.4.47 Create a contiguous active retail frontage along Main Street, Quebec Street, Union Street and Prior Street. Emphasize active 25 ft. retail frontages.
- 10.4.48 Program the block to accommodate shops, restaurants and amenities that support the life and culture of Chinatown.



## 10.5 SUB-AREA 7A

In 2012, City Council approved a rezoning for three towers on the Rogers Arena site. The rezoning was approved for a mixed-use development including 401,698 sq. ft. of residential floor area for 614 secured market rental units, 275,814 sq. ft. of commercial floor area and 406,176 sq. ft. of arena floor area.

The development is underway with the completion and occupation of the west tower and south tower.

### Policies

- 10.5.1 Ensure development accommodates crowd marshaling requirements and performance of open space during event times.
- 10.5.2 Minimize shadowing on Andy Livingstone Park, Crosstown Elementary and childcare facility.
- 10.5.3 Maximize vertical pedestrian circulation from the 300 level of the Arena concourse to the 100 level through improved connections, public realm treatment, activation and engagement.
- 10.5.4 Explore opportunities to maximize access to the Stadium-Chinatown SkyTrain Station from the 100 and 300 levels of Rogers Arena.







# 11 SUSTAINABILITY AND RESILIENCY



## 11.0 SUSTAINABILITY AND RESILIENCY

### Introduction

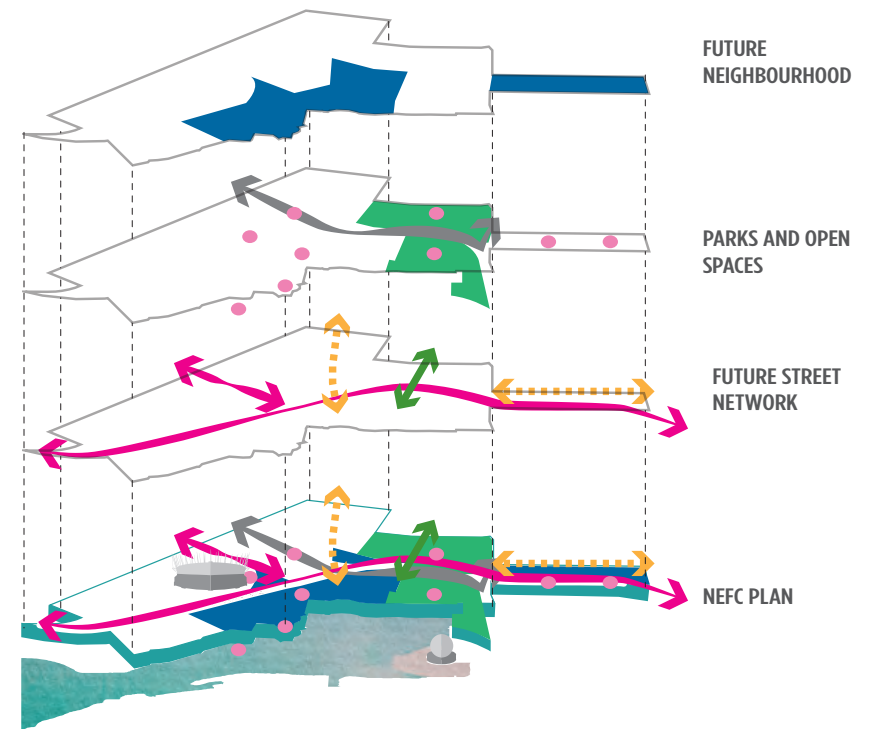
Northeast False Creek will continue to build on the legacy of Southeast False Creek, a neighbourhood designed to push the envelope for sustainable development in Vancouver. Since the construction of Southeast False Creek, the City has advanced sustainability by setting the goal of being the Greenest City in the world and putting into policy, By-laws and building code the lessons learned from Southeast False Creek and elsewhere in the future.

The Northeast False Creek Plan will provide guidance to ensure the community we build in the ensuing years is healthy, vibrant and continues to minimize its impact on the environment while ensuring its resilience against future stresses. The Greenest City Action Plan and Renewable City Strategy, with the goal for Vancouver to be powered only by renewable energy by 2050, will be guiding forces in the planning and design of Northeast False Creek. Planning today for the renewable city of the future will avoid costly retrofits or less than leading edge design later.

As one of the last stretches of False Creek waterfront to be developed, Northeast False Creek provides an exciting opportunity to improve marine and foreshore habitat and biodiversity of the area. The ecological health of False Creek has improved with the decline of industrial activities and improvements to shoreline habitat such as the creation of Habitat Island. Water quality is also gradually improving over time. False Creek supports spawning herring, marine birds, and increasing populations of harbour seals and river otters. The Plan will enhance the ecological quality of False Creek and create a resilient area for all inhabitants.

As an area that will be impacted by sea level rise over the coming decades, Northeast False Creek will integrate flood resilience into the fabric of the waterfront and development, using it as an opportunity to enhance liveability, be creative and build a long-lasting neighbourhood.

Northeast False Creek will promote the implementation of sustainable development principles in an urban setting; to continuously improve mainstream practices of urban development throughout Vancouver and the region. These sustainable development directions are woven throughout this document, reflecting the integrated approach being used.



## City-wide Context and Policies

The Northeast False Creek neighbourhood presents an amazing opportunity to implement city-wide policies to eventually eliminate reliance on fossil fuels and work towards zero carbon goals in transportation, buildings and waste. Zero Carbon is a major component of the Greenest City Action Plan framework. The City of Vancouver set a goal in the Renewable City Strategy to be entirely powered by renewable energy before 2050. Northeast False Creek is an opportunity to showcase what a renewable city looks like in the face of a changing energy sector.

Northeast False Creek developments should be leaders in sustainable building design—to provide healthy, efficient and affordable homes for residents. Buildings must meet the most up to date versions of the Zero Emissions Building Plan, Green Building Policy for Rezoning and the Rezoning Policy for Sustainable Large Developments.

As Vancouver shifts to renewable powered vehicles to meet our long-term air quality and emissions targets, guided by the Electric Vehicle Ecosystem Strategy, Northeast False Creek will set a standard for new development in providing greater access to electric vehicle charging and car share, as well as transit, walking and cycling opportunities.

Transportation is a major contributor to greenhouse gas in Vancouver. A major goal of Transportation 2040 is for two thirds of short trips to be made by walking, biking or transit. Northeast False Creek will take a leadership role in reducing the number of car trips and supporting lots of transportation choices. For more information refer to 12.0 Streets and Connectivity.

The Northeast False Creek Plan will establish a high standard for habitat creation and enhancement of biodiversity from the marine and inter-tidal zones of False Creek to the urban fabric of City neighbourhoods. The neighbourhood will reflect the goals and strategies of the Biodiversity Strategy, Vancouver Bird Strategy and Urban Forest Strategy, and will seek to balance the need for habitat protection and human access to water.

Currently Vancouverites are amongst the highest water users in the world. Population growth and climate change stresses our drinking water reserves and conservation is becoming increasingly important. The Northeast False Creek Plan will encourage a reduction in per-capita potable water use. Water quality and treatment of rainwater on site in accordance with the Integrated Rainwater Management Plan are critical design considerations.

The City intends to address objectives from the Vancouver Food Strategy that align with the economic goals of Greenest City Action Plan by empowering residents, encouraging food production that is accessible and sustainable.

Northeast False Creek will exemplify strategies to address the risks and vulnerabilities identified in the Climate Change Adaptation Strategy such as sea level rise and hotter, drier summers. A significant increase in canopy cover, potable water conservation and green infrastructure measures will be a priority in planning for public and private realms. Engineered flood protection solutions will be integrated into the road, park and public spaces in the neighbourhood. Flood levels are predicted to rise substantially in the coming century and Vancouver is planning ahead to prevent expensive retrofits. New flood level protection will be built to meet City standards that incorporate sea level rise projections.

The City sees this development as an opportunity to incorporate findings from the upcoming Resilience Strategy into the Northeast False Creek area, taking into account earthquake risk and neighbourhood-level resilience around crises. This is an opportunity to design buildings to not only meet sustainability needs, but to have new developments meet higher seismic codes. Moreover, this is an opportunity to design an area with neighbourhood resilience principles related to climate change adaptation, social connection and emergency preparedness.



Greenest City Index		
Goal Areas	Targets	Related Policies
GHG emissions	Reduce community-based greenhouse gas emissions (GHG) by 80% from 2007 levels by 2050	9.12, 9.1.8, 11.1, 11.4, 11.5.1, 12.12, 17.5
Green Building Performance	Reduce energy use and GHG emissions in new residential and commercial buildings to zero by 2025 – Green Building to confirm language	10.2.6, 10.3.2, 11.2
Green Transportation	Two thirds of trips by foot, bicycle, and public transit by 2040	12.12, 11.1.2
Waste Reduction	Reduce solid waste going to the landfill or incinerator to zero by 2040	11.5.5, 17.2
Access to Nature	Ensure extraordinary biodiversity, the mitigation of urban heat island effect, to protect from the effects of excess storm water and increase canopy cover to 22% by 2050	10.1.12, 10.4.39, 11.3
One Water	Meet or exceed the strongest of BC, Canadian, and appropriate international drinking water quality standards and guidelines; Reduce per capita water consumption by 33% from 2006 levels  COV treat all water sources as a single system that ensures resilient water avail for future generations; 90% of all water should be filtered before entering waterways – (wording to be confirmed by Water Branch or Green Infrastructure)	17.1, 17.4, 17.3.2, 19.0, 11.4
Local Food	Increase city-wide and neighbourhood food assets by a minimum of 50% over 2010 levels	9.46, 15.5
Air Quality	Meet or beat the most stringent air quality guidelines from Metro Vancouver, British Columbia, Canada, and the World Health Organization	11.3.1, 13.3.7, 14.0, 17.5, 19.0
Economy	Support green and digital jobs and the circular economy	15.1, 15.5, 16.0, 13.4.3, 13.4.8
Footprint	Strive for one planet living	11.1, 12.12, 17.3



Bullitt Center, Seattle (Credit: Flickr by Joe Wolf)

## 11.1 HIGH PERFORMANCE BUILDINGS

### Policies

- 11.1.1 Ensure exceptional sustainable building design, with a focus on envelope efficiency, including air-tightness, improved insulation, minimizing thermal bridges, appropriate glazing ratios to avoid excessive heat gain/loss, and shading. These approaches will improve occupant comfort, significantly reduce heating and cooling costs and reduce carbon emissions.
- 11.1.2 Design buildings to accommodate and encourage cycling by exceeding minimum By-law requirements for bicycle facilities: providing easy access to interior bike storage from entrances, separate access from vehicles, bike parking on ground level or no lower than P1, wider aisles and hallways, accommodating non-standard bicycles and enhanced end of trip facilities.
- 11.1.3 Explore opportunities to incorporate solar hot water and photovoltaic systems into buildings.
- 11.1.4 Consider advanced seismic codes building for continued occupancy and business operations following a seismic event.
- 11.1.5 Build in support for future widespread electric vehicle ownership, including making it easy to retrofit to add access to charging.

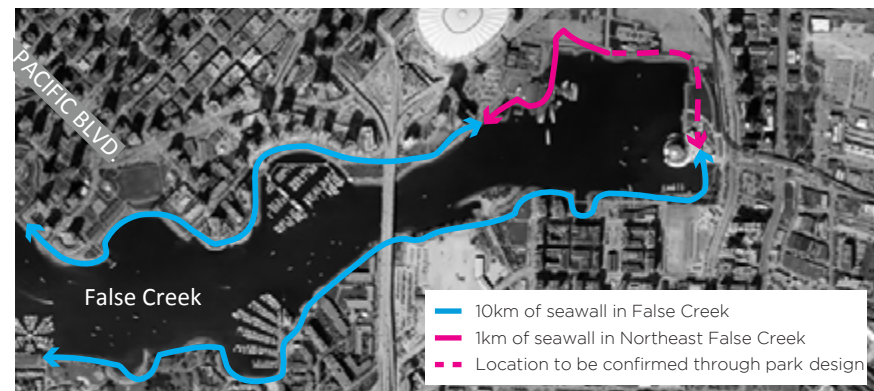


A False Creek by Rhonda Weppler and Trevor Mahovsky (Credit:Trevor Mahovsky)

## 11.2 CLIMATE CHANGE ADAPTATION AND FLOOD PROTECTION

### Policies

- |   |   |
|---|---|
| <p>11.2.1 All new developments must meet or exceed the 4.8 m Greater Vancouver Regional District datum or Flood Construction Levels specified by City staff as informed by the Building By-law.</p> <p>11.2.2 Ensure all elements of Northeast False Creek are designed with the latest sea level rise projections in mind. A continuous line of flood protection built to the City's Building By-law requirements and in accordance with direction from City staff will extend across the site, designed such that it could be raised an additional metre in the future.</p> <p>11.2.3 Any flood management infrastructure put in place to serve as flood defense (e.g. seawall) will be built to the appropriate structural standards to meet Provincial requirements.</p> <p>11.2.4 Design the flood management infrastructure to enhance the public realm, to be a great place for people to walk and bike and to improve the shoreline habitats by incorporating a naturalized approach, supporting the biodiversity and habitat policies of the plan in 11.3.2.</p> <p>11.2.5 Ensure no residential levels or critical infrastructure will be placed below the Flood Construction Level. Buildings in the designated flood plain are encouraged to consider additional flood defense design approaches to ensure resilience through the life of the building.</p> | <p>11.2.6 Provide a generous tree canopy where possible within Northeast False Creek. A diversity of tree species is encouraged for resiliency.</p> <p>11.2.7 Landscapes should be designed to be drought tolerant and resilient to climate variability. Irrigation needs should be minimized or eliminated.</p> <p>11.2.8 Ensure generous public access to drinking water to aid in cooling during dry hot summer conditions (see chapter 17.1 Water).</p> |
|---|---|





### 11.3 BIODIVERSITY AND HABITAT

#### Policies

- 11.3.1 Maximize tree planting in public and private spaces to improve air quality, solar shading of buildings, combat urban heat island effect, and assist in natural storm water management.
- 11.3.2 Create significant new areas of high quality shoreline, which includes upland to intertidal and subtidal habitat areas for flora and fauna while facilitating some access for people to the water's edge, through modifications to the existing shoreline within Northeast False Creek. For more information, refer to 14.3 False Creek Basin.
- 11.3.3 Implement Bird Friendly Design Guidelines recommendations into plant species selection and landscape design and, where possible, reduce incidents of bird strike through architectural design. For more information, please refer to the Bird Friendly Design Guidelines.
- 11.3.4 Create quality habitat for marine birds (and other bird species as appropriate) which may include areas for foraging, resting, perching, nesting.
- 11.3.5 Provide habitat viewing opportunities that combine as viewing opportunities for water based events such as fireworks and dragon boat events.



### 11.4 WATER: CONSERVATION AND QUALITY

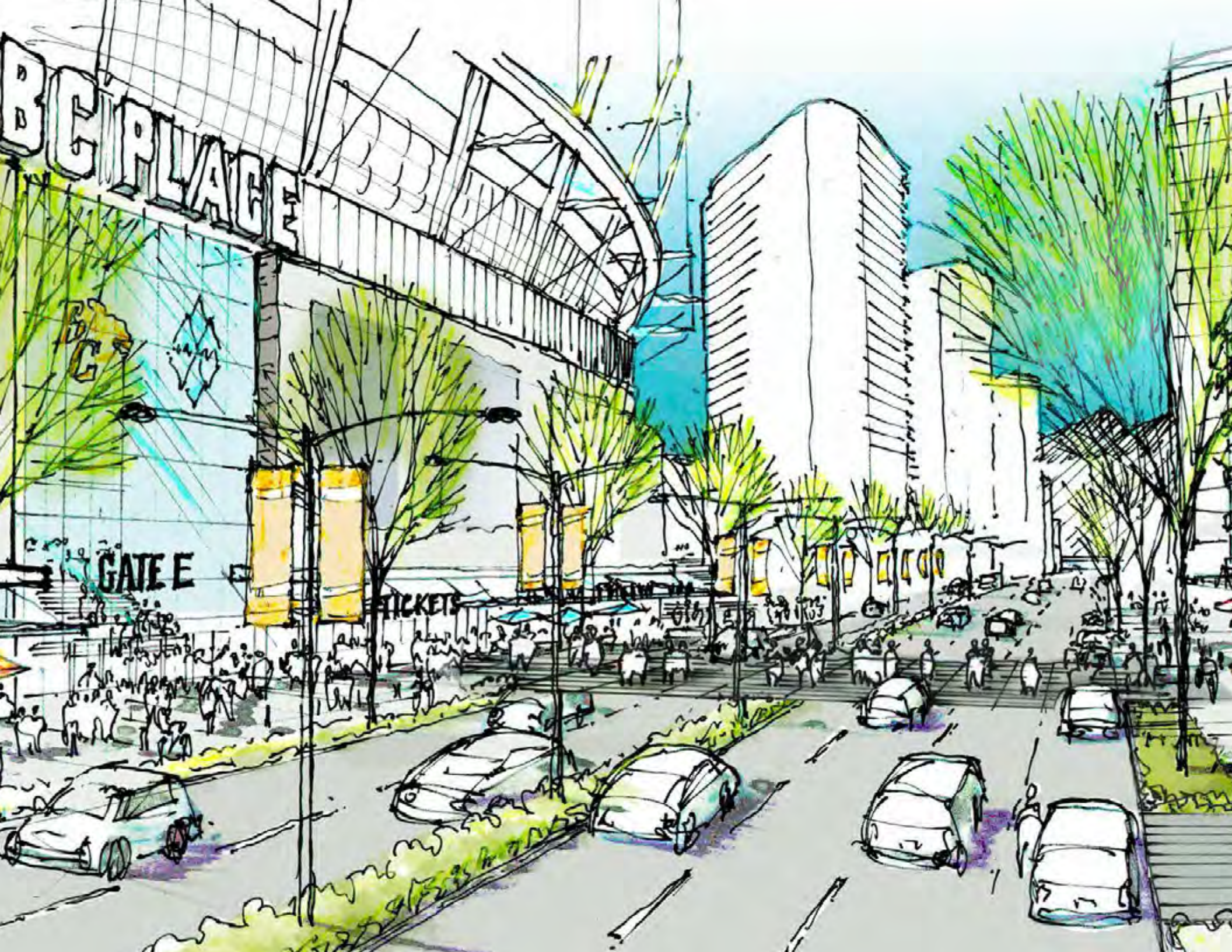
#### Policies

- 11.4.1 Northeast False Creek will become a leader in residential water conservation, through the use of high-efficiency fixtures and elimination of potable water for decorative water features and outdoor irrigation, with exceptions related to public health. Reduce residential per-capita potable water use as laid out in the Greenest City Action Plan. For more information, refer to 17.1 Water.
- 11.4.2 Strive for excellence in building and neighbourhood scale water management through sub-metering of all residential and commercial units. Maximize rainwater and grey water resources to offset potable water use and to reduce the impact on our receiving waters and liquid waste collection and treatment systems. For more information, refer to 17.4 Integrated Rainwater management.













# 12 STREETS AND CONNECTIVITY

The new complete street network will form the backbone of the Northeast False Creek mixed-use neighbourhood; reconnecting the downtown and nearby neighbourhoods to the waterfront and new parks and open spaces.

## 12.0 STREETS AND CONNECTIVITY

### Introduction

A new complete street network will shape the Northeast False Creek and contribute to connecting people with the waterfront, new parks and neighbourhood.

Based on technical analysis completed between 2013 and 2015, the Georgia and Dunsmuir viaducts are seismically at risk of collapse in the event of a moderate or severe earthquake. If the viaducts collapsed, nearby buildings could be severely damaged. The fallen viaducts would block the surface streets below and could potentially disrupt transportation on the Expo SkyTrain line. To fully seismically upgrade to today's standards, the viaducts would need to be completely rebuilt at a significant cost.

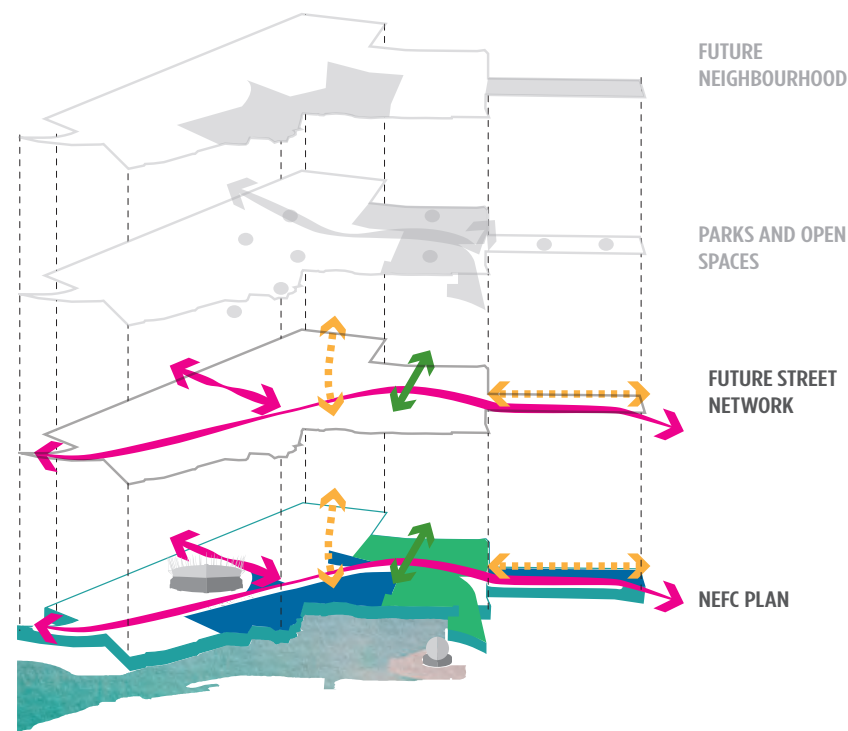
The existing SkyTrain infrastructure creates a challenge considered as part of this planning process. The infrastructure is owned by Translink and the City has been working with them to explore options to remove the 'dip' in the network, resulting in better connections to the waterfront. However, there are no plans to change the SkyTrain guideway alignment as it would be cost prohibitive and cause significant impacts to approximately 130,000 trips per day.

Rather than the current disconnected network of roadways that pass through Northeast False Creek, a new network of complete streets is proposed to replace the viaducts and offer safe and accessible, convenient and resilient options for people, emergency vehicles and goods movement.

With this new urban street network Vancouver's ceremonial street, Georgia Street, will be extended to connect the downtown with Pacific Boulevard and the False Creek waterfront.

Georgia Street and the new Pacific Boulevard will not only meet the requirements of transit, goods movement and vehicular circulation, but will deliver a positive, memorable and welcoming 'Great Street' experience for people of all ages and abilities—one to which people gravitate to because of their scale, character and uniqueness.

As 'Great Street's', the significant street edges of Georgia Street and Pacific Boulevard will provide comfortable places for people to stay a while and participate in urban life. Quality materials, lighting, landscaping and trees, will be selected to contribute to the unique character and visual enjoyment of these streets.



### WHAT IS A 'GREAT STREET'?

Around the world, great city-serving arterial streets reflect a set of similar attributes. Proportionally, these streets typically dedicate as much space overall to pedestrians and slower movement on side boulevards as to the faster vehicular through-movement in the centre of the street. These slow movement side boulevards are defined by large legacy scale trees that structure the space of the street, create a sense of security and comfort, and establish a unifying character.



## City-wide Context and Policies

The Transportation 2040 Plan (2012) sets out ambitious targets for sustainable transportation and improved safety in Vancouver. The following are the key principles from Transportation 2040:

- » Make walking safe, convenient and delightful, ensuring streets and sidewalks support a vibrant public life that encourages a walking culture, healthy lifestyles and social connectedness.
- » Make cycling safe, convenient and comfortable for people of all ages and abilities. Prioritize connections to important destinations such as schools, community centres, transit stations and shopping areas.
- » Support transit improvements to increase capacity and ensure service that is fast, frequent, reliable, fully accessible and comfortable.
- » Support the efficient movement and delivery of goods and services, while reducing negative impacts to the community and the environment.
- » Manage the road network efficiently to improve safety, minimize congestion, and support a gradual reduction in car dependence. Make it easier to drive less. Accelerate the shift to low-carbon vehicles and car share alternatives.
- » Support shorter trips and sustainable transportation choices by creating compact, walkable, transit-oriented neighbourhoods.

Transportation 2040 also established that the City's transportation decisions will generally reflect a 'hierarchy of modes' for moving people, as prioritized below:

1. Walking
2. Cycling
3. Transit
4. Taxi/Commercial, Shared Vehicles
5. Private Automobiles

Transportation 2040 affirmed the Greenest City 2020 target to make at least half of all trips by foot, bike and transit by 2020 and sets a 2040 target to make at least two-thirds of all trips by these modes.

In 2015, City of Vancouver developed a Complete Streets policy framework that builds on existing transportation policies to create a holistic approach to street design for all modes of travel. It is intended to help achieve Transportation 2040 mode share and safety targets for people of all ages and abilities. A Complete Streets approach is a holistic approach to street network planning and design. In a complete street, all aspects of street function are well integrated, thoughtfully responding to the surrounding land use context as well as the street's role within a broader transportation network.

The Downtown Transportation Plan (2002) was created with the vision of ensuring that downtown Vancouver is the most accessible place in the region. The Plan contains a set of transportation initiatives that focus on pedestrian and public realm improvements, new bicycle facilities and routes, bus routes and rapid transit, goods movement, parking, and the street network.

Within Northeast False Creek, the Plan encourages extending the downtown street grid into Northeast False Creek to help integrate this area into the rest of downtown. It also outlines potential 'spot' improvements to improve the public realm and to help achieve other pedestrian, cycling, and transit objectives, and a future streetcar network along Pacific Boulevard and Quebec Street.

The Georgia Viaduct and Main Street are both part of the region's Major Road Network (MRN), playing an important role in moving people, and goods across the region. The City will work collaboratively with TransLink to ensure that modifications required to this section of the MRN minimize the impact to goods delivery and people who use these key routes.

Greenest City Action Plan (2015) and Vancouver's Urban Forest Strategy (2014) set an objective to deliver 150,000 new trees planted across the city by 2020.

The Healthy City Strategy set a target to increase public participation in culture by 25 percent over 2014 level. The future street network in Northeast False Creek will provide significant opportunities to increase public participation, community engagement and healthy transportation in the area. The streets will be designed to be accessible and inclusive to all ages and encourage social interaction and participation. The Events and Entertainment District and a network of public spaces will provide a significant public platform for arts and cultural programming opportunities.

Transportation 2040 addresses parking management as one of the City's biggest opportunities to support a smart and efficient transportation system. Parking policies influence travel choice, affect housing and business costs, and significantly shape the public realm.

# Principles for the Northeast False Creek Street Network

Through the planning process, input has been incorporated from stakeholders and the broader public to develop a set of principles for designing streets within Northeast False Creek. The principles are as follows:



## ACCESSIBILITY

Streets will be inclusive, accessible and welcoming for people of all ages and abilities. Each street will balance a mix of movement and gathering, providing opportunities for safe, comfortable and enjoyable options to rest, celebrate and get around. The replacement street network will also support the essential movement of goods in to, from, and through the downtown, including for major events at both stadiums, recognizing that this area provides one of the critical connections to and from downtown.



## ADAPTABILITY AND RESILIENCY

Streets will be designed to be seismically resilient and accommodate future changes to infrastructure, transportation options (e.g. future streetcar), climate change and rising sea levels.



## CHARACTER

Public and private space design will reinforce the unique character and in some cases, the history of each street with interesting and unique active 'edges', quality materials, landscaping and street trees, lighting, and art. Streets should foster life enhancing opportunities.



## ENVIRONMENTAL SUSTAINABILITY

Streets will incorporate large, healthy trees that help define the character and experience of the street (e.g. Pacific Boulevard should have grand unifying street trees that will in time, form a green canopy and contribute to a 'Great Street' experience). Streets will also incorporate sustainable design elements such as green rain-water infrastructure and intelligent lighting systems.

## EXPERIENCE AND PLACE-MAKING

Street design will accommodate the daytime and nighttime uses that line the street edges and help to create a sense of place amongst a series of interconnected spaces. Streets should be designed to allow for temporary event activation and pop-up destinations. Important and memorable views will be protected and enhanced through the design and axis of the street and, where possible, help emphasize special places (e.g. protecting the Georgia Street End View to Science World).



## INTEGRATED UTILITIES

Utilities will be located underneath the future street alignment. Where utilities are on or above the ground (kiosks, manholes, poles, etc.) they will be designed to integrate into the street design elements and limit impacts on key views.



## PERMEABILITY/CONNECTIVITY

Streets will be designed to provide clear, legible and identifiable connections between neighbourhoods, parks, and the waterfront. Development adjacent to streets should also include well designed frontages that enhance pedestrian access and visual interest.



## PUBLIC LIFE

Public life, created by people's daily activity outside of their homes, workplaces and cars, keeps us connected to others by offering a range of ways to interact, observe and build community ties. Collective participation in the shared spaces of the city should be measured to improve the quality and quantity of public life over time. It helps create a healthy, liveable and enjoyable city



## SAFE AND INCLUSIVE

Street design will promote safety and inclusiveness for all people within or moving through Northeast False Creek over the 24-hour day.



## New Street Network



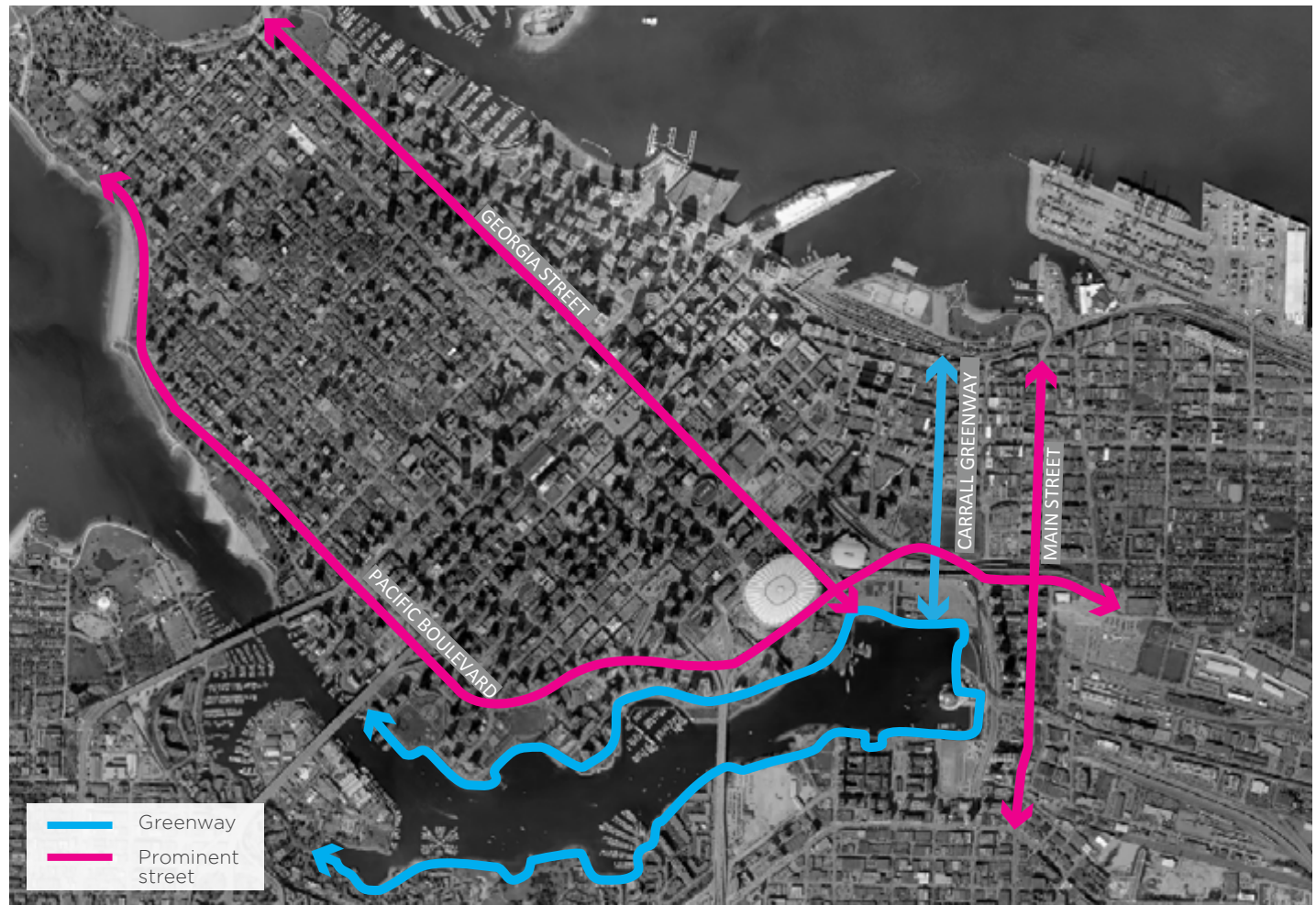
Illustrative plan of the new street network



## Improved Connections to the False Creek Waterfront

With the new urban street network in Northeast False Creek, Vancouver's ceremonial street, Georgia Street, will be extended to connect the downtown with Pacific Boulevard and the False Creek waterfront.

Carrall Greenway will be extended, providing a natural connection from Keefer Street, through Andy Livingstone Park, and act as a strong link to Chinatown and primary entry to Creekside Park and the False Creek Waterfront.



□ Northeast False Creek Boundary ↔ Flow and Connections



□ Northeast False Creek Boundary ● Places for Gathering



Illustrative sketch of Pacific Boulevard

## 12.1 PACIFIC BOULEVARD

Pacific Boulevard will be a multi-functional street that is a grand gateway into the downtown. It is the backbone of the neighbourhood, connecting the Events and Entertainment and Park District to Main Street. This 'Great Street' will be accessible and inclusive to all and encourage interaction and participation. The edges of the street will be designed for people, provide protection from harsh elements, be comfortable, safe and memorable while accommodating daytime and nighttime uses.

Using 'Great Street' Principles, the design of Pacific Boulevard will taper in focus from faster through movement of goods and vehicles towards the centre of the street, transitioning toward slower movement and gathering opportunities along the street edges. Wide sidewalks, large trees and active street frontages will enhance the pedestrian experience and provide opportunities for interaction, temporary event activation, and pop-up destinations.

The public realm design will support uniform components such as grand street trees to ensure continuity through the three distinct districts. At the same time, street edges will feel unique in places where Pacific Boulevard intersects with different uses across the three distinct districts.

### Policies

- 12.1.1 Ensure Pacific Boulevard is inviting, accessible, inclusive and safe by providing thoughtful and intuitive separation between movement modes and gathering spaces without creating barriers that limit connectivity.
- 12.1.2 Improve circulation and access to and through the area by transforming Pacific Boulevard into a two-way street.
- 12.1.3 Ensure the design of the street meets the vehicle capacity needs of today, including transit, emergency services and goods movement, while balancing with safety, accessibility and enjoyment for all users.
- 12.1.4 Ensure street design incorporates 'Great Street' proportions where one third to half of the overall street width is dedicated to slower movements and people-focused street edges.
- 12.1.5 Ensure the street is designed for all ages, abilities and modes of travel. Comfortable, inclusive access for people walking, cycling, taking transit and persons with mobility challenges is integral to its design.



- 12.1.6 Explore opportunities for Pacific Boulevard to be designed to provide emergency vehicles with a post-disaster response route through Northeast False Creek.
- 12.1.7 Accommodate large events through the implementation of an Events Management Strategy.
- 12.1.8 Ensure street lighting is continuous and designed to respond to adjacent character.
- 12.1.9 Work with TransLink to accommodate existing transit service and to explore options to enhance future transit connections and services.
- 12.1.10 Ensure street design is resilient to allow for a range of transit technologies including frequent bus services and future streetcar technologies.
- 12.1.11 Design the street to minimize crossing distances, while providing central medians to break up the street by allowing for ceremonial vertical elements.
- 12.1.12 Ensure the street design allows for daily operations of the adjacent stadia.
- 12.1.13 Provide a continuous row of grand street trees for pedestrian protection, comfort and enjoyment as well as creating a uniform and distinguished character that separates the through-movement vehicular lanes from slower, people focused boulevards on the street edges.
- 12.1.14 Ensure street design contains uniform elements that determine Pacific Boulevard as a continuous street and that its varying edges are seamlessly integrated as it connects with the distinct districts within Northeast False Creek (e.g. buildings, park, SkyTrain guideway).
- 12.1.15 Establish a strong sense of arrival at key intersections along False Creek (e.g. Georgia Street, the Georgia Landing and waterfront, Carrall Greenway, Quebec Street and Main Street).
- 12.1.16 Ensure buildings provide visual interest and a comfortable atmosphere with large transparent windows and narrow frontages.
- 12.1.17 Maximize opportunities for continuous weather protection along all streets and public spaces (i.e. for patio's and pedestrians).
- 12.1.18 Design for integrated and purposefully designed utilities and wayfinding elements that are both aesthetic and functional (e.g. lighting, utilities).
- 12.1.19 Enhance the segment of street adjacent to the SkyTrain guideway to ensure Pacific Boulevard continues as safe, comfortable, and engaging street edge.

## WHAT IS A 'POST-DISASTER RESPONSE ROUTE'?

A route designed to high standards of resiliency. The surface streets and structures along the route will remain functional for moving people and goods following a major seismic event.



Illustrative rendering of Georgia Street at Pacific Boulevard





Illustrative rendering of Georgia Street

## 12.2 GEORGIA STREET

Georgia Street is Vancouver's ceremonial street and connects Stanley Park and Lost Lagoon to the False Creek waterfront. The extension of ceremonial Georgia Street from Beatty Street will connect the downtown to the False Creek Basin. The public realm will be designed to be adaptable and resilient, ensuring the street can accommodate large crowds during daytime and nighttime events, as well as temporary events and pop-up destinations to ensure that the street remains interesting and a great experience when events are not occurring.

Important and memorable views will be protected and enhanced through the design; help emphasize the special connection between downtown and False Creek.

### Policies

- 12.2.1 Ensure the design of the street meets the vehicle capacity needs of today, including transit, emergency services and goods movement, while balancing with safety, accessibility and enjoyment for all users.
- 12.2.2 Explore opportunities for Georgia Street (between Beatty Street and Pacific Boulevard) to be designed to provide emergency vehicles with a post-disaster response route through Northeast False Creek.
- 12.2.3 Create clearly defined, high capacity pedestrian connections between BC Place and Rogers Arena that continue to the Stadium-Chinatown SkyTrain Station.

- 12.2.4 Explore opportunities to further enhance the intersection at Pacific Boulevard to ensure the transportation mode hierarchy is clear.
- 12.2.5 Accommodate a range of crowd sizes before and after events.
- 12.2.6 Ensure street design can accommodate large events through the implementation of an Events Management Strategy.
- 12.2.7 Ensure street design provides capacity, space and dedicated infrastructure for placemaking and gathering opportunities, including periods when no events are being held in adjacent stadiums.
- 12.2.8 Design the public realm to ensure this extension of Georgia Street connecting the downtown to the waterfront looks and feels like a street and allows for large crowds to enter and exit the stadia safely, with seamless integration to the adjacent properties and across Pacific Boulevard to Georgia Landing.
- 12.2.9 If vehicle volumes decrease, optimize intersections to improve pedestrian crossings and reduce crossing distances.
- 12.2.10 Provide significant furnishing and seating opportunities, both formal and informal to allow the large number of people using the street to sit, stay, rest and enjoy the publicly accessible events, activities and views.



Illustrative sketch of Carrall Greenway at Pacific Boulevard

## 12.3 CARRALL GREENWAY

Located at the 'neck' of the downtown peninsula, this new segment of the Carrall Greenway will replace the existing street between Keefer Street and Expo Boulevard as a major walking and cycling link.

The new alignment of the Carrall Greenway will become the spine of the new integrated park, part of a future connection between Burrard Inlet/CRAB Park and connect Vancouver's historic communities to the False Creek waterfront while celebrating Carrall Street's important role as one of the first streets in historic downtown Vancouver.

The Carrall Greenway will be an important entrance to the new Creekside Park extension and will maximize views to False Creek. The green and leafy character will provide a natural connection from Keefer Street, through Andy Livingstone Park, and act as a strong link to Chinatown and the primary entry to Creekside Park. The portion south of Pacific will be connected to the seawall and could accommodate pop-up commerce and small opportunities for satellite businesses to operate next to the park.

## Policies

- 12.3.1 Recognize, emphasize and reposition the importance of the Carrall Greenway as one of the first streets of Vancouver, and a threshold between the mainland and the downtown peninsula.
- 12.3.2 Providing a major and unique pedestrian and separated cycling connection between Chinatown and the False Creek waterfront.
- 12.3.3 Design the cycling connection to encourage slower, meandering speeds through the park.
- 12.3.4 Celebrate the historic water-to-water connection between Burrard Inlet and False Creek through the programming of the park along this axis.
- 12.3.5 Celebrate the connection of the two parks under the SkyTrain (e.g. through public art and lighting).





High Line, New York

## 12.4 DUNSMUIR CONNECTION

A new connection that will provide a place to pause, gather and enjoy elevated views of the city, parks and the Events and Entertainment District. The Dunsmuir Connection will serve as a programmable gathering space for the portion adjacent to Rogers Arena. The Dunsmuir connection will be a linear park that provides an all ages and abilities connection for people getting between the downtown, Creekside Park and the rest of the city.

The connection will replace an important connection into the downtown for people on bikes. Two of Vancouver's busiest bike facilities, the Union/Adanac and Ontario bike routes, will join at this connection.

For more information refer to 14.2 Dunsmuir Connection.





Illustrative sketch of Main Street at Prior Street

## 12.5 MAIN STREET

Main Street is a historically important high street that connects Vancouver's historic communities to Mount Pleasant, the False Creek Flats, SkyTrain and Pacific Central Station.

The removal of the viaducts provides an opportunity to recognize the impacts resulting from the construction of these structures, and reconnect people through cultural, social and physical elements. This includes public and private space design that will reinforce the extension of Chinatown to Pacific Boulevard and provide opportunities to strengthen the connection to the waterfront and more contemporary neighbourhoods to the south.

### Policies

- 12.5.1 Improvements along Main Street between Prior and Union Streets will include new sidewalks and street trees that allow for comfortable walking through the area. The sidewalk will be designed to include spaces for active frontages and utilities.
- 12.5.2 Ensure buildings provide visual interest and a comfortable atmosphere with large transparent windows, narrow frontages and light canopies or awnings that provide protection for a significant portion of the sidewalk.
- 12.5.3 Create accessible places and spaces with opportunities for refuge (e.g. seating).
- 12.5.4 Ensure the design of the street meets the goods movement requirements, while balancing other modes of movement.
- 12.5.5 Ensure street lighting is continuous and designed to respond to adjacent character (e.g. dragon lighting in Chinatown).





Illustrative sketch of Pat Quinn Way at Pacific Boulevard

## 12.6 ABBOTT STREET/PAT QUINN WAY

Abbott Street/Pat Quinn Way is the retail high street connecting Gastown, International Village and the False Creek waterfront. Its character is influenced by the Events and Entertainment District and anchors International Village and new neighbourhoods south of Pacific Boulevard to the False Creek waterfront.

### Policies

- 12.6.1 Extend Abbott Street to the waterfront area and strengthen it as a local retail street with continuous active commercial frontages and a focus on street level vibrancy and activity.
- 12.6.2 Explore opportunities for streetscape improvements (e.g. street trees, wide sidewalks, patio opportunities) along Abbott Street, north of Expo Boulevard, to reinforce its role as a local commercial street.
- 12.6.3 Ensure buildings provide visual interest and a comfortable atmosphere with large transparent windows, narrow frontages and light canopies or awnings that provide protection for a significant portion of the sidewalk.
- 12.6.4 Accommodate large events through the implementation of an Events Management Strategy.
- 12.6.5 Establish a pedestrian connection from Pat Quinn Way to the Dunsmuir Connection.





Illustrative rendering of Quebec Street at Pacific Boulevard

## 12.7 QUEBEC STREET

Quebec Street plays an important role as a north-south connection between the historic communities to the north and Creekside Park, Science World and Mount Pleasant to the south. Its character is influenced by the connection to Chinatown to the north, the interface with the Park and Main Street Blocks as well as the existing Citygate developments south of Prior Street.

North of Pacific Boulevard, Quebec Street will play an important role as a gateway into Chinatown.

### Policies

- 12.7.1 Ensure Quebec Street is a strong access point to Chinatown for all modes of transportation by exploring opportunities to create a welcoming connection to and from Chinatown between Keefer Street and Pacific Boulevard.
- 12.7.2 Support engaging mixed-use and street edges, including small scale, active retail for new developments along Quebec Street.
- 12.7.3 Explore opportunities for Quebec Street to act as a welcoming transition between:
  - » historic communities (Chinatown, Gastown, DTES, Strathcona)
  - » Citygate
  - » new park and waterfront.
- 12.7.4 Transform the park along Quebec Street with treed allees, wide sidewalk and seating to accommodate diverse programming.
- 12.7.5 Ensure street design is resilient to allow for future street car technologies.
- 12.7.6 Ensure street lighting is continuous and designed to respond to adjacent character (e.g. dragon lighting in Chinatown).





Illustrative sketch of the 100 Block of Prior Street

## 12.8 PRIOR STREET

A continuation of Pacific Boulevard, Prior Street provides an important connection between Northeast False Creek, Strathcona and the new St. Paul's Hospital. As a 'Great Street', active uses along the street edge will improve safety due to the increased number of eyes on the street. A significant, naturalised setback along the south side of the street will provide an enhanced walking and cycling experience and improved liveability for adjacent residents.

### Policies

- 12.8.1 Support engaging mixed-use street edges, including small-scale, active retail and residential frontages.
- 12.8.2 Ensure Prior Street is designed to provide emergency vehicles with a post-disaster response route between downtown and the proposed new St. Paul's Hospital.
- 12.8.3 Strengthen connections for people walking and cycling between the proposed New St. Paul's Hospital, Main Street Blocks, Creekside Park extension and the False Creek waterfront.
- 12.8.4 Ensure street design incorporates 'Great Street' proportions where one third to half of the overall street width is dedicated to slower movements and people-focused street edges.
- 12.8.5 Include a minimum 10.5 m buffer between the street edge and the existing residential building frontages between Quebec Street and Gore Avenue. This buffer area will be designed with input from residents living in the adjacent buildings.
- 12.8.6 Maintain or improve overall liveability by incorporating significant naturalised features in an enhanced setback.

## 12.9 EXPO BOULEVARD

Expo Boulevard will be retained as a one-way street that serves as a critical service route to the major stadia and accommodates staging for day-to-day operations and major events.

### Policies

- 12.9.1 Ensure goods movement and critical access for loading and functioning of the major stadia is retained, and improved where possible.
- 12.9.2 Ensure access to Crosstown Elementary School (i.e. pick-up and drop-off) is safe and accessible, recognizing its proximity to the roadway and bicycle route.
- 12.9.3 Explore opportunities to add vitality and life to Expo Boulevard through strategic lighting and art installations.
- 12.9.4 Retain Expo Boulevard as a one-way street for vehicles.
- 12.9.5 Explore opportunities to expand sidewalk widths and provide two-way protected cycling connections where possible.
- 12.9.6 Encourage opportunities to enhance functional and decorative lighting to enhance the pedestrian experience.
- 12.9.7 Explore opportunities to support non-residential uses accessed from Expo Boulevard.

## 12.11 KEEFER STREET

Keefer Street presently features welcoming public realm elements such as robust trees and open, green edges. However, the present relationship to Andy Livingstone Park can be improved to better integrate with Chinatown and the historic neighbourhoods to the north and east.

### Policies

- 12.11.1 Explore opportunities to strengthen the connection between the renewed Andy Livingstone Park and Dr. Sun Yat-Sen Classical Chinese Garden.
- 12.11.2 Explore opportunities to strengthen wayfinding and connections between Stadium-Chinatown Station and Chinatown.
- 12.11.3 Ensure street lighting is continuous and designed to respond to adjacent character (e.g. dragon lighting in Chinatown).

## 12.10 UNION STREET

Union Street will continue its role as part of a strong connection for people walking and on bikes between neighbourhoods to the east and downtown via the Adanac Bikeway. The Union Street storefronts are a popular stopping point along this route.

### Policies

- 12.10.1 Strengthen Union Street as a local business area with continuous active commercial frontages and light, yet significant weather protection on both sides of the street.
- 12.10.2 Ensure all modes of transportation are supported including wider sidewalks with additional seating, street trees, decorative and functional lighting, separated cycling facilities and parking for vehicles where possible.
- 12.10.3 Support the addition of parklets by working with business owners.
- 12.10.4 Explore opportunities to close vehicular access west of Main Street and increase accessible walking routes to the Park.
- 12.10.5 Ensure street lighting is continuous and designed to respond to adjacent character (e.g. dragon lighting in Chinatown).

## 12.12 GREEN MOBILITY

The Greenest City Action Plan set a 'Green mobility' goal to make the majority of trips in Vancouver (over 50%) on foot, bicycle and public transit. Walking and cycling are healthy and sustainable alternatives to driving or taking transit. Increasing the proportion of walking and cycling trips is key to accommodating more growth and reducing traffic congestion.

### Land Use

Northeast False Creek will be a mixed-use community, offering a diverse mix of services, amenities, jobs and housing types in an area that is well served by the existing rapid, high-capacity transit in the SkyTrain, and will be better served by the new street network that safely accommodates people of all ages abilities and modes of movement.

- 12.12.1 Create a well-connected, fine grain pedestrian network that enables shorter, more direct walking connections.
- 12.12.2 Design buildings and public realm to create interesting places where people feel safe to walk and cycle.
- 12.12.3 Support for developments to provide convenient, sustainable transit programs and related technologies that encourage green mobility options for residents and visitors to the area.

## Walking

- 12.12.4 Ensure streets and sidewalks support a vibrant public life that encourages a walking culture, healthy lifestyles, and social connectedness.
- 12.12.5 Promote walking by designing streets and public spaces to contribute to a public realm that feels interesting and safe.
- 12.12.6 Ensure wayfinding is clear and intuitive, including through public realm design (e.g. paving and lighting).

## Cycling

- 12.12.7 Design the new Northeast False Creek replacement street network as a complete street network for people of all ages and abilities.
- 12.12.8 Upgrade and expand the cycling network to efficiently connect people to destinations (e.g. Downtown to the waterfront and east).
- 12.12.9 Ensure the cycling network is easy to navigate.
- 12.12.10 Consider locating bike share facilities in convenient locations where possible.
- 12.12.11 Support improved cycling infrastructure with end-of-trip facilities, bike racks, bike corrals, and other measures.
- 12.12.12 Support temporary, convenient and secure bike parking facilities during events.

## Transit

- 12.12.13 Design transit stops to accommodate future transit technologies (e.g. street car technology).
- 12.12.14 Support transit improvements to increase capacity and ensure service that is fast, frequent, reliable, fully accessible, and comfortable.
- 12.12.15 Support the use of real-time transit monitors in retail and residential lobbies.

## Electric Vehicles

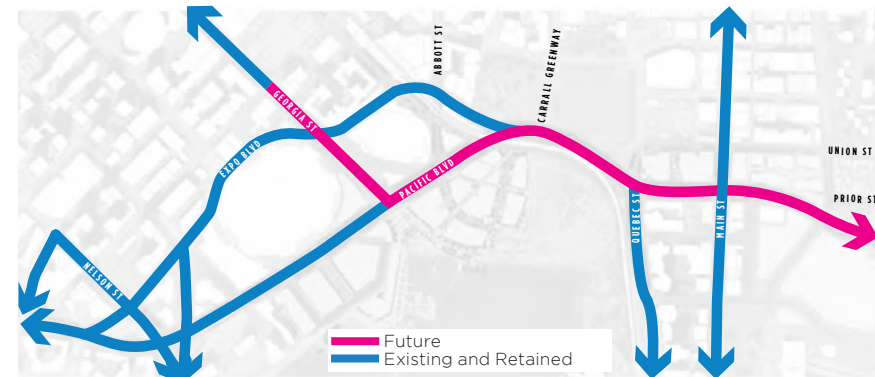
- 12.12.16 Build in support for future widespread electric vehicle ownership, including making it easy to retrofit additional charging connections.
- 12.12.17 Explore opportunities to incorporate public electric vehicle fast charging station(s) into the street and park designs.
- 12.12.18 Explore opportunities to locate two publicly accessible Electric Vehicle charging hubs in Northeast False Creek.
- 12.12.19 Ensure 50% of all parking for office staff is Electric Vehicle ready.

## 12.13 GOODS MOVEMENT AND LOADING

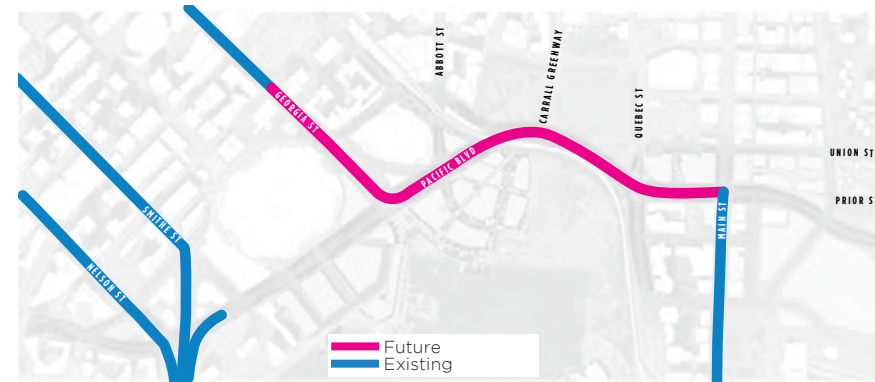
To support the economic vitality of businesses and their ability to serve residents and visitors to the area, goods and services must be delivered to Northeast False Creek as efficiently as possible; however, these deliveries must also be made in a manner that minimizes impacts on all street users as well as area residences.

### Policies

- 12.13.1 Accommodate loading activities, including truck maneuvering, for new development off-street, and explore the ability for existing development to accommodate loading activities off-street.
- 12.13.2 Allow off-peak loading zones on-street in instances where the space can be shared with other uses (e.g. pick-up/drop-off, parking, events management uses).
- 12.13.3 Locate access points for large vehicles in locations that minimize impacts on the pedestrian and cycling environment.



Truck routes in Northeast False Creek



Streets part of the Major Road Network in the new street network



## 12.14 PARKING

Northeast False Creek provides an opportunity to create a smart and efficient transportation system. Parking policies influence travel choice, affect housing and business costs, and significantly shape the public realm.

### Policies

#### Bicycle Parking

- 12.14.1 Ensure that there are many convenient and secure short-term bike parking opportunities.
- 12.14.2 Provide convenient and secure long-term bike parking spaces for residents and people working in Northeast False Creek.
- 12.14.3 Support improved cycling infrastructure with end-of-trip facilities, bike racks, bike corrals, and other measures. For more information refer to 11.1 High Performance Buildings.

#### Vehicle Parking

Northeast False Creek will be a truly mixed-use neighbourhood that will generate both short-term and long-term vehicle parking demand. The number of vehicle parking spaces constructed in the area should take into the overall goals of the Transportation 2040 plan related to travel mode choice as well as the significant transit and active transportation infrastructure that supports the area.

Given the amount of different types of vehicle parking demand in the area, an overarching parking strategy for the area is to approach parking as a shared district resource. To help minimize the amount of parking required for the entire area, the shared use of all parking spaces, including parking spaces planned for long-term residential use, should be considered.

#### Short-term Vehicle Parking Demand Management

- 12.14.4 Manage on-street parking as a flexible resource using performance-based pricing strategies (e.g. parking meter pricing adapted to create vehicle turnover where needed).
- 12.14.5 Provide accessible parking for persons with disabilities in the most convenient, comfortable, and usable spaces possible
- 12.14.6 Locate passenger pick-up/drop-off areas in convenient locations that are readily apparent to drivers.
- 12.14.7 Integrate and increase car sharing in the area to serve different uses and reduce stress on available parking by providing both one-way and two-way car share parking spaces in new developments.

- 12.14.8 Incorporate the management of on-street parking resources into an Events Management Strategy.

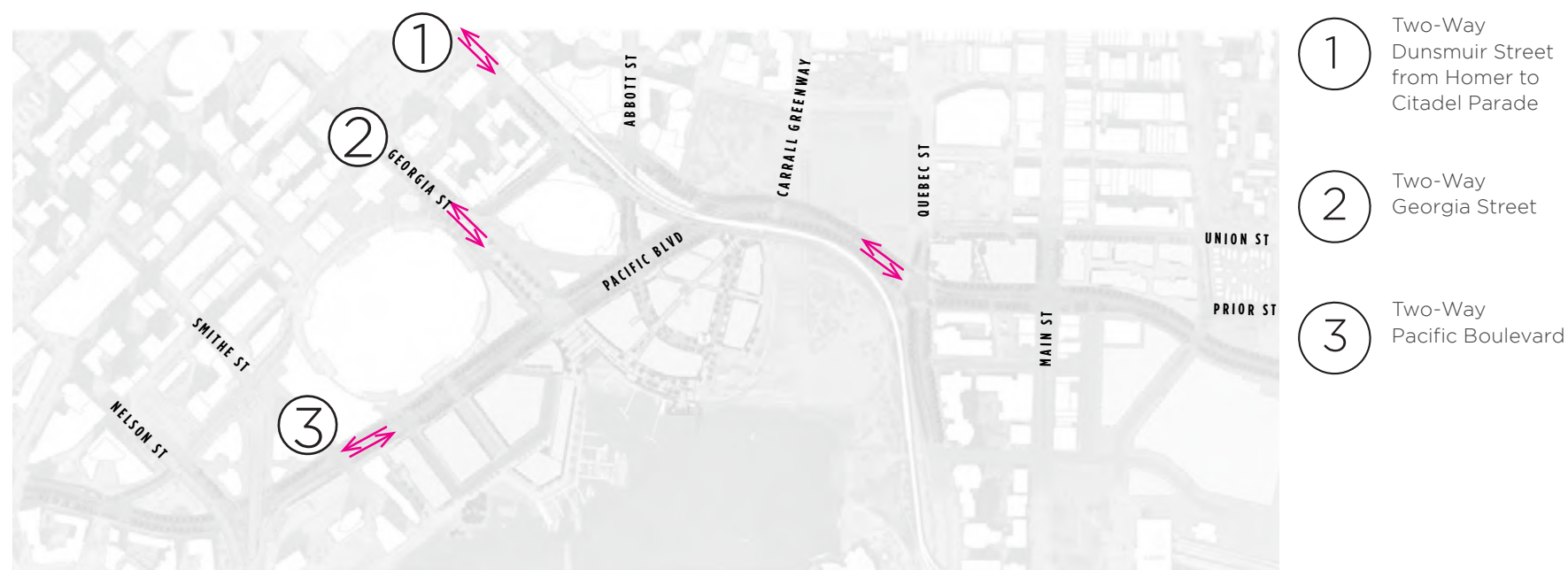
- 12.14.9 Require strategies that make it easier to find available parking spaces to minimize traffic congestion caused by “cruising for parking”.

#### Long-term Vehicle Parking Demand Management

- 12.14.10 Except for the provision of vehicle parking for persons with disabilities, visitors, pick up and drop off, and car share vehicles, no other residential parking is required.
- 12.14.11 Parking spaces constructed to serve residents shall be unbundled from the residential units and available for rent to meet the changing needs of residents over time.

## 12.15 OTHER NETWORK IMPROVEMENTS

In order to replace the Georgia and Dunsmuir viaducts with a new complete street network, a number of street improvements are proposed to further improve connectivity in the downtown. This includes sections of the existing Dunsmuir Street, Georgia Street and Pacific Boulevard to be converted from one-way to two-way operation. This conversion will require refinements to laning and intersection configurations on Georgia and Dunsmuir streets, between Citadel Parade and Richards Street. These changes will be designed with stakeholder input.



Other network improvements in Northeast False Creek





# 13 PLAY AND WORK



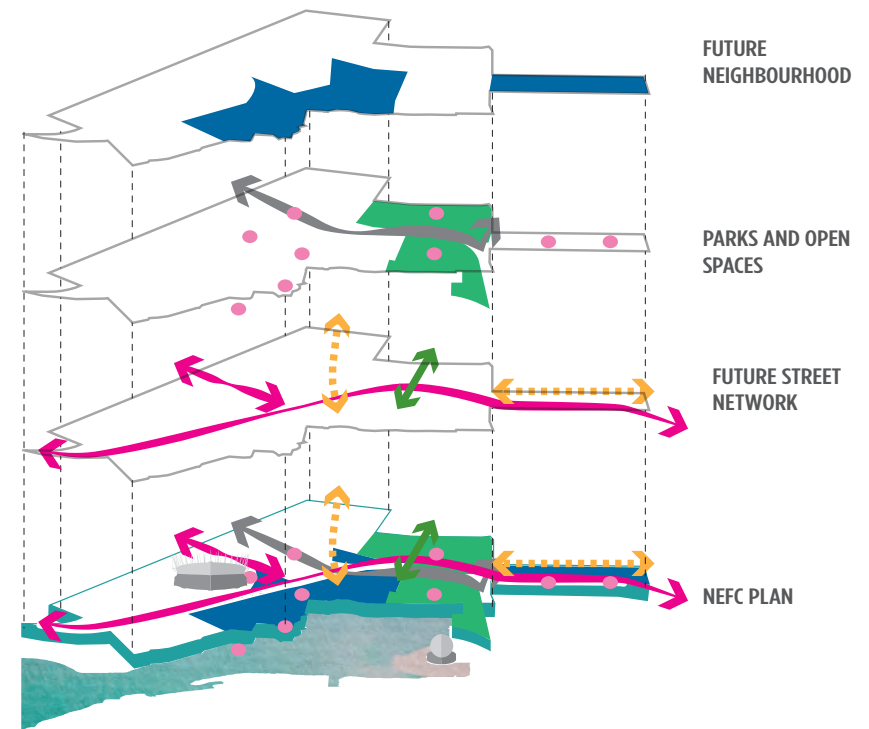
## 13.0 PLAY AND WORK

### Introduction

Northeast False Creek will be a truly mixed-use neighbourhood that balances housing with opportunities to have fun and support regional economic performance.

Northeast False Creek is a hub for entertainment and activity in Vancouver. Annual visitor numbers to Metro Vancouver continue to climb towards 10 million annually. Legacy events include Expo 86, the 2010 Winter Olympic and Paralympic Games and the Walk for Reconciliation. An average of 9,000 people visit the Northeast False Creek area daily. Science World averages 650,000 visitors annually while BC Place and Rogers Arena each average one million visitors annually. Some peak years at Rogers Arena saw 1.6 million visitors in a single year. Additionally, Northeast False Creek is located adjacent to the Central Business District, which includes the largest concentration of job space in British Columbia and is also the centre of the region's arts and culture, transit and amenity spaces.

The job space target for Northeast False Creek is a minimum of 1.8 million sq. ft. which will contribute to regional economic development objectives.



## City-wide Context and Policies

The False Creek North Official Development Plan (1990) supports economic initiatives to provide opportunities for local economic activity and jobs to support social development.

The False Creek North: Land Use Policy – Special Event, Festival and Entertainment Functions (2005) aims to:

- » Provide sufficient areas for special event, festival and entertainment functions
- » Animate the waterfront, including opportunities for waterfront events for a variety of ages and cultures
- » Ensure compatibility between special event, festival and entertainment functions and adjacent residential development
- » Address the provisions of better access and connectivity for special event, festival and entertainment functions.

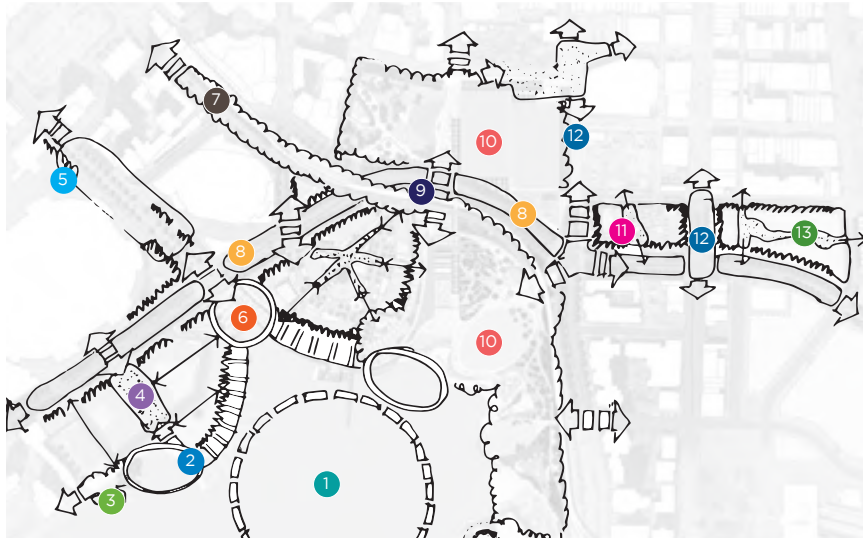
The Metropolitan Core Jobs and Economy Land Use Plan was adopted by City Council in 2009 and put in place the land use framework needed to support the City's long term job space needs. Northeast False Creek is a part of achieving the long term job space needs. Its role is to accommodate 1.8 million sq .ft. of job space close to the Central Business District, transit and other supporting amenities.

The Northeast False Creek Plan supports the Vancouver Economic Commission's Vancouver Economic Action Strategy (2011) and its three strategic areas of focus:

- » A Healthy Climate for Growth and Prosperity
- » Support for Local Business, New Investment and Global Trade
- » A Focus on People: Attracting and Retaining Human Capital

Northeast False Creek will continue to be a key destination in British Columbia. The Plan supports Tourism Vancouver's Vancouver Tourism Master Plan (2013) and its objectives to establish an Entertainment District and Tourism Corridor with public meeting places, restaurants, bars, shops and exciting nightlife.





## 13.1 NETWORK OF PUBLIC SPACES

- 13.1.1 Establish a series of flexible and accessible public spaces throughout Northeast False Creek that support a variety of activities and programs adaptable over time to changing needs and population.
- 13.1.2 Ensure new public spaces are highly connected to neighbouring communities and collectively support the reconnection of downtown, False Creek waterfront, Citygate, False Creek Flats and diverse communities of the Downtown Eastside.
- 13.1.3 Ensure new public spaces have access to public washrooms.
- 13.1.4 Ensure public art and lighting in is integrated and connected within public spaces and commercial/retail streets.
- 13.1.5 Extend a waterfront promenade outwards along the False Creek waterfront from the Georgia Landing that includes a variety of eateries, pubs, bars, performance and exhibition spaces. The promenade should be highly accessible and enjoyable during the day and evening hours
- 13.1.6 Explore opportunities to establish an all-weather gathering space integrated with an art/performance pavilion located within Sub-area 6B.
- 13.1.7 Explore partnering with community members or organizations to program and maintain open space within the Events and Entertainment District, where appropriate.
- 13.1.8 Ensure all streets and public spaces are lined with active edges.

## 13.2 SPECIAL EVENTS

- 13.2.1 Ensure access to renewable energy to support street activities, filming and major events.
- 13.2.2 Ensure opportunities for a range of special events and community gatherings can be accommodated.
- 13.2.3 Ensure street closures for major events are possible with necessary infrastructure and traffic mitigation plans.
- 13.2.4 Design Georgia Street to allow for parades, including large floats and appropriate set-up/take-down.
- 13.2.5 Support the direction of Tourism Vancouver's Tourism Master Plan, endorsed by Council and the Vancouver Economic Commission, to create a year round special events destination for locals and visitors.
- 13.2.6 Create a public space framework for Northeast False Creek that defines the desired experience for each space. Through the frameworks implementation, develop a public space toolkit for event organizers.
- 13.2.7 Design utilities and public spaces to ensure festivals, events, vendors and film crews have easy access to electricity to eliminate the need for portable generators.



Brighton New Road Project, UK by Gehl Architects

### 13.3 JOB SPACE AND LOCAL EMPLOYMENT

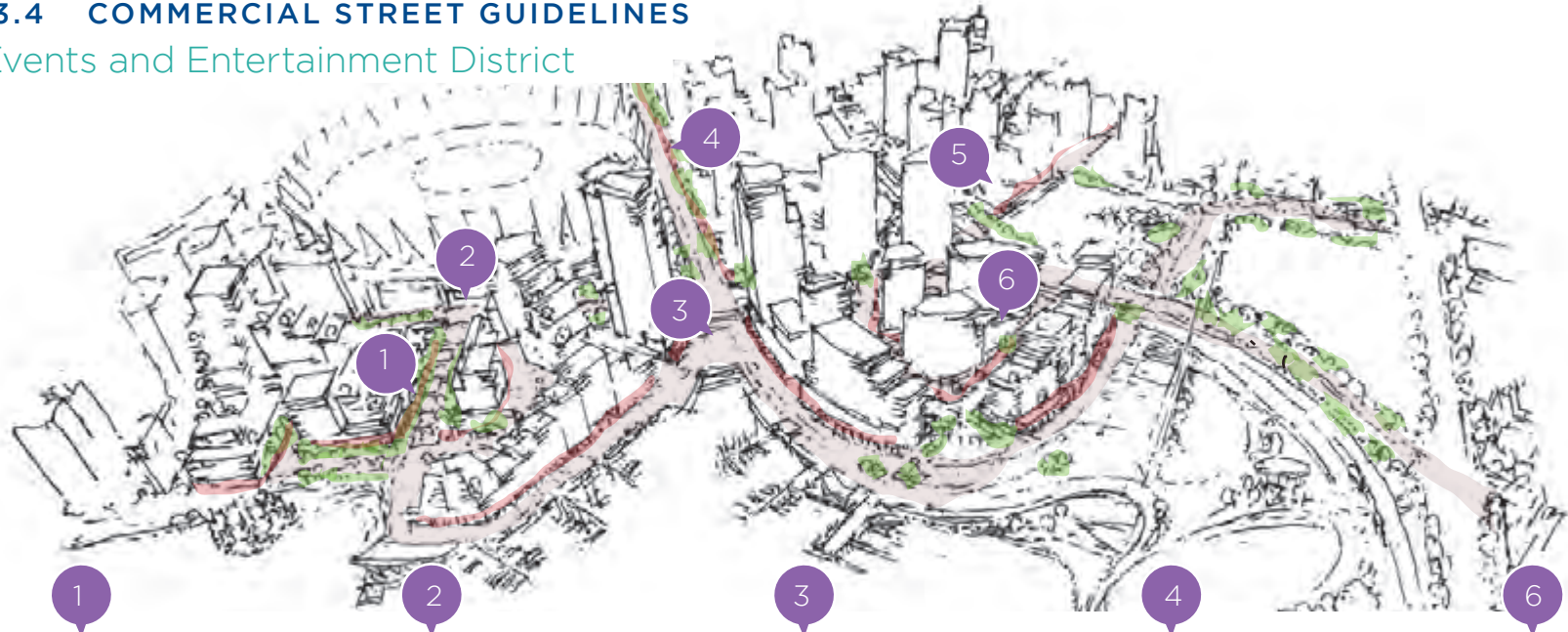
- 13.3.1 Ensure a minimum of 1.8 million sq. ft. of job space is built within Northeast False Creek to support long-term economic growth objectives.
- 13.3.2 Support a diverse range of employment from low threshold/entry level jobs to employment in the high tech and creative economies.
- 13.3.3 Subject to City approval, require all rezoning applications to include information from the applicant to demonstrate how the development will enhance local employment and local procurement opportunities for inner-city residents and businesses, with particular attention to people with barriers to employment and social enterprises in or connected to the inner-city. The owner of the development sites will be required to enter into an Inner-City Local Employment and Procurement Agreement to support a minimum of 10% local hiring and 10% local procurement.
- 13.3.4 Consider office or other non-residential uses above the ground floor adjacent to gathering and event spaces to minimize noise impact and transition to residential uses.
- 13.3.5 A Retail Curation Strategy will be required for each development upon submission of a development permit and needs to align with the Plan.

- 13.3.6 On Sub-area 6D, emphasize culturally-centred retail, food/market (African Diaspora specific), social enterprise, live/work/sell, co-working spaces, and maker space.
- 13.3.7 Work with suppliers and the community to ensure that City construction contracts provide opportunities for people with barriers to employment and/or employment based social enterprises.
- 13.3.8 Explore opportunities to encourage businesses to operate as sustainably as possible. For more information, refer to 11.5 Environmental Education.



## 13.4 COMMERCIAL STREET GUIDELINES

### Events and Entertainment District



#### 13.4.1 Plaza of Nations

- Encourage active uses to create a sense of day and nightlife.
- Encourage a mix of Commercial Retail Unit (CRU) size and scales
- Encourage flexible and movable patios to accommodate regular programming within the Plaza of Nations.
- Encourage at least one live music venue within the overall CRU mix.
- Provide pedestrian access to the Community Centre from the Plaza of Nations, in addition to the access from the Georgia Landing.

#### 13.4.2 Pacific Boulevard "Great Street"

- Support non-residential uses primarily at grade.
- Encourage patios along the street edge within the patio zone.
- Encourage a mix of sizes and scales of Commercial Retail Units (CRUs), including small scale local businesses as well as medium scale business (e.g. grocery store, drug store, brewery, etc.).

#### 13.4.3 Georgia Wharf

- Encourage a mix of indoor and outdoor food and beverage options adjacent to the highly public waterfront.
- Require continuous outdoor patios on the Georgia Wharf between Pacific Boulevard and Abbott Parkette.
- Consider small-scale and temporary kiosks/pop-up commerce along the water's edge.
- Encourage a mix of sizes and scales of Commercial Retail Units.

#### 13.4.4 Georgia Street

- Street design with 'sticky edges'.
- Require non-residential uses at grade.
- Seamlessly integrate with adjacent development for better connectivity and opportunities for pop-up commerce.

#### 13.4.5 Abbott Street "Retail High Street"

- Require continuous retail/food/beverage uses on the ground floor.
- Ensure a maximum Commercial Retail Units (CRUs) frontage of 25 ft. wide.
- Encourage patios and interesting store displays.
- Minimize residential lobbies and parkade entries on Abbott Street.

#### 13.4.6 Laneways Precinct

- Encourage live/work/sell spaces throughout the laneways precinct.
- Ensure work and sell spaces are located on the ground floor with living portion of space on upper levels.
- Encourage opportunities for local business start-ups, maker-spaces, and small scale artisan spaces that are highly visible from the public laneways.



## Main Street District



7

### 13.4.7 Quebec Street

- a. Encourage commercial and cultural uses on the ground floor that reinforces a strong connection to Chinatown.

8

### 13.4.8 Historic Shoreline

- a. Explore opportunities for a curated hub of local food production, sales, distribution and/or manufacturing. This hub should provide opportunities for cultural identity building, knowledge sharing and skills development (e.g. International food market).
- b. Encourage local business start-ups and food related businesses.

9

### 13.4.9 Main Street

- a. Establish a gateway to Chinatown through design, scale of frontages and local business opportunities.
- b. Require a maximum 25 ft. Commercial Retail Units (CRU) frontage.
- c. Encourage patios and interesting store displays.
- d. Encourage small scale, locally owned business.
- e. Establish a mix of eateries and cultural businesses that are integrated into the ground floor of new buildings.
- f. Minimize residential lobbies and parkade entries on Main Street.

10

### 13.4.10 Hogan's Alley

- a. Establish a laneway on the 898 Main Street site that includes a mix of local businesses and cultural uses that help honour Vancouver's Black Community.
- b. Encourage opportunities for local business start-ups market spaces and small artisan spaces that are highly visible.

11

### 13.4.11 Prior Street "Great Street"

- a. Support non-residential uses primarily.
- b. Encourage patios along the street edge within the building setback.









14 PARKS

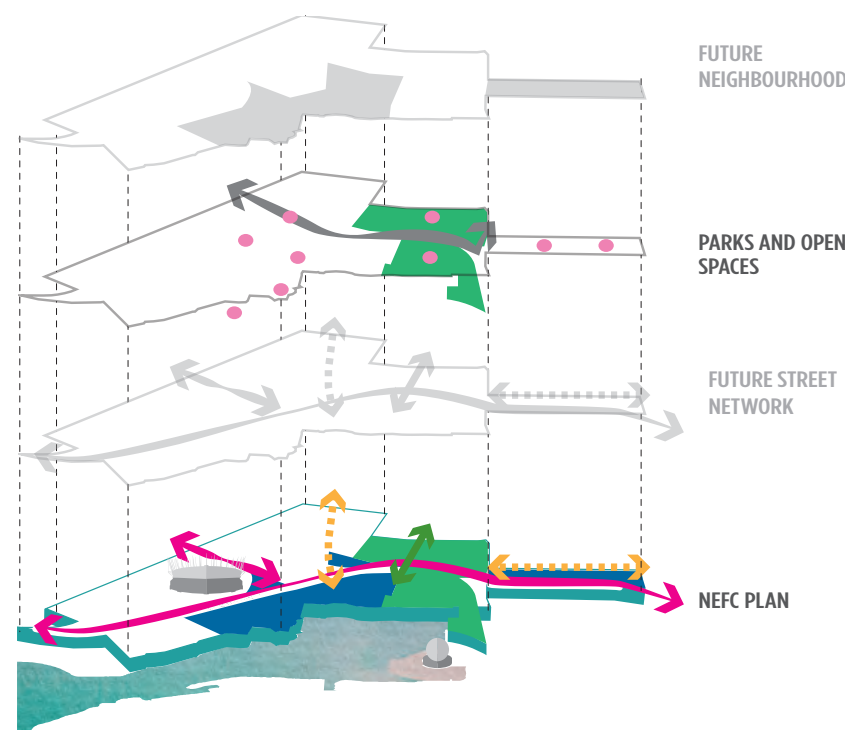


## 14.0 PARKS

### Introduction

Vancouver's identity and reputation as one of the world's most livable cities is strongly tied to its natural beauty and the quality of its public spaces. Whether it is our parks, plazas, waterfront walkways, vibrant commercial streets, or favourite beach, these spaces contribute to our sense of community. They provide places for recreation and play, gathering and socializing, and connecting with nature. As Northeast False Creek grows, and public space becomes more valuable, we need to anticipate how these spaces will be designed, improved and maintained to meet future needs.

Northeast False Creek will have a major waterfront park and new open spaces for gathering, events, and recreation. This new, prominent park will extend from the existing Creekside Park by Science World to the south up to Andy Livingstone Park in the north. The Park will complete the series of public spaces along the False Creek waterfront and reconnect the seawall as a continuous and engaging loop.



## City-wide Policies and Context

The Greenest City Action Plan (2015) sets a goal for Vancouver residents to enjoy incomparable access to green space, including the world's most spectacular urban forest. Furthermore, the Healthy City Strategy (2014) identifies active living and getting outside as a key goal. The parks and in Northeast False Creek will contribute to achieving these goals by providing access to additional public green space on the waterfront, as well as renewing parks adjacent to new and existing residential developments.

The Park Board Strategic Framework's (2012) directions are to provide parks and recreation for all and to be a leader in greening to excel in resource management. The parks in Northeast False Creek will align with the framework's directions by providing great experiences for all ages and abilities, building healthy ecosystems, and delivering relevant programs and services that respond to the needs of the community in a sustainable manner.

The Biodiversity Strategy's (2016) goal of increasing the amount and ecological quality of Vancouver natural areas to support biodiversity in the city. In Northeast False Creek, the parks will contribute to meeting this goal and where possible, habitat and local species will be restored and biodiversity will be celebrated through education and stewardship in this urban environment.

Vancouver Bird Strategy (2015) set out the goals to be a bird friendly city. Where possible, the parks in Northeast False Creek will provide conditions for native birds to thrive in Vancouver, located on the Pacific Flyway (migratory path), using the Bird Friendly Landscape Design Guidelines.

Aligning with the Vancouver Urban Forest Strategy (2014), new trees will be planted in parks and open spaces in Northeast False Creek, therefore increasing the urban forest's canopy in the downtown area. In addition, healthy and mature trees will be protected at Andy Livingstone Park where possible.

The vision of the Integrated Rainwater Management Plan (IRMP—April 2016) is to celebrate Vancouver's rainwater as a resource, to filter excess runoff and to connect people to the function of rainwater in the urban and natural ecosystems. Opportunities for infiltration in Northeast False Creek are limited due to the natural grade, and will be capped to manage existing environmental contamination. The main rainwater management goal in the park and open spaces of Northeast False Creek will be to reuse rainwater, to detaining and filtering it where possible before reaching False Creek.

One of the goals of the Healthy City Strategy is to cultivate connections between Vancouverites so that they are connected and engaged in places that matters to them. The parks in Northeast False Creek will support the development of recreation, environmental, arts and cultural programs, in partnership with community organization.

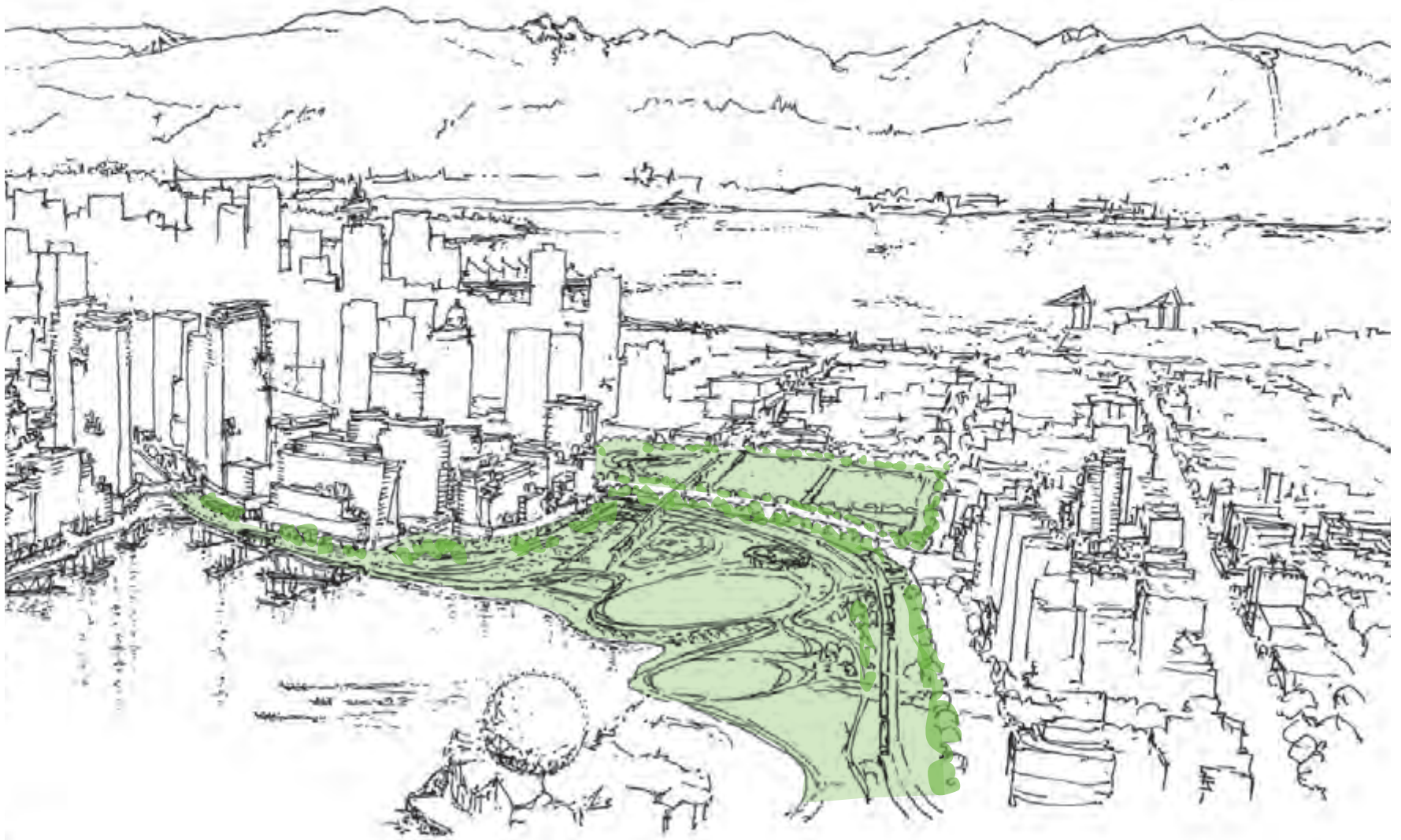
Another goal of the Healthy City Strategy is for Vancouver to be a safe city in which residents feel secure. A key design principle for the parks in Northeast False Creek is to create open, safe and inclusive spaces that are welcoming to a diverse demographic.

The Transportation 2040 Plan (2012) sets a vision for healthy citizens who are mobile in a safe, accessible and vibrant city. The parks within Northeast False Creek will support this vision by providing convenient paths for people of all ages and abilities to walk and cycle safely, comfortably and delightfully around the area. The walking and cycling paths in Northeast False Creek will be connected to the wider City network.

The Culture Plan Strategic Directions (2013) sets a vision to create a diverse and thriving cultural ecology that enriches the lives of residents and visitors. The parks within Northeast False Creek will contribute to creating vibrant and creative public spaces in providing flexible spaces to support artistic and cultural expression and celebration.

In 2005 the Vancouver Park Board adopted a Skateboarding Strategy, aiming to assist in guiding capital investments and programming through a participatory process to ensure skateparks are successful in the short and long term for all involved. The strategy acts as a framework to guide decisions and establish a complete, diverse and accessible network of skateparks, that are equitably and geographically distributed throughout the City. Each facility is approved and built on a case-by-case basis in order to ensure skateboarders, residents and key stakeholders are included in a meaningful way at all stages of the planning process.

The People, Parks and Dogs Strategy (2017) provides a framework to deliver parks that accommodate park users with and without dogs and minimize conflict. Strategy recommendations fall into four themes: Access, Design, Stewardship and Enforcement, each designed to promote the comfort and safety. The strategy outlines a variety of attractive and easy-to-access dog off-leash areas that reduce off-leash activity outside of designated areas, clarify the rules and etiquette for using dog off-leash areas, manage dog waste, protect the environment, promote responsible dog ownership, and foster the health and wellbeing of all park users.



Perspective sketch showing potential 20 year build out of Northeast False Creek





## 14.1 CREEKSIDE AND ANDY LIVINGSTONE PARKS

Northeast False Creek will have a major waterfront park and new open spaces designed for daily life, which will transform to welcome major gatherings and special events. The park will feature a salt marsh and habitat for urban wildlife and enhanced access to the water. It will connect new existing communities to the downtown and False Creek. The park will complete the series of public spaces along the waterfront, reconnecting the seawall as a continuous loop.

The Park will have multi-purpose and flexible spaces that will be used as neighbourhood amenities on a daily basis and as spaces to host civic, cultural and community events on special occasions.

The Policy related to sustainable and resilient park design is incorporated into Chapter 11.0 Sustainability and resiliency.

### Policies

#### Reconciliation

- 14.1.1 Integrate elements of Musqueam, Squamish, Tsleil-Waututh Nations and Urban Indigenous Peoples history and living culture into the design of the park.
- 14.1.2 Create an Indigenous Peoples' gathering space in Creekside Park including opportunities for water access for traditional canoes.

#### Connections and Park Edges

- 14.1.3 Develop welcoming park edges through well-defined inviting gateways and plazas.
- 14.1.4 Create strong physical connections between the park and surrounding neighbourhoods.
- 14.1.5 Enhance the linkages from the new Events and Entertainment District and the False Creek waterfront to Chinatown.
- 14.1.6 Expand the experience of the park by greening the Keefer Street edge where it fronts the Dr. Sun Yat-Sen Classical Chinese Garden and Public Park.

#### Park Design

- 14.1.7 Maximize park elements that allow for multi-purpose programs/uses.
- 14.1.8 Select a variety of planting that creates an ecologically and visually rich environment and encourages environmental stewardship.
- 14.1.9 Explore opportunities to establish multi-purpose spaces that enhance the use and enjoyment of the park by the Chinatown community.
- 14.1.10 Provide multi-generational fitness area and play spaces.
- 14.1.11 Provide robust, durable and modular/removable park elements to allow for a variety of park uses.
- 14.1.12 Provide dedicated utility connections (e.g. electrical and water outlets) to be available for special and community events.
- 14.1.13 Renew existing program elements such as the two sports fields, a skate plaza, and a fenced dog off-leash area.
- 14.1.14 Explore opportunities to renew existing tennis courts.
- 14.1.15 Replace the fieldhouse and Park Ranger station to support field sport activities and general park use.
- 14.1.16 Renew washrooms at Andy Livingstone Park as part of the fieldhouse replacement and provide new washrooms at Creekside Park.
- 14.1.17 Improve public access to the water for non-motorized boating.
- 14.1.18 Maximise opportunities for views to the water, mountains, surrounding landmarks and open spaces.
- 14.1.19 Minimize visual barriers between park spaces and the surrounding streets. Required safety barriers (e.g. around children's playground, dog park and sport fields) should be designed to maintain visual continuity across fences and to allow partial opening of fences when needed.

## 14.2 DUNSMUIR CONNECTION

The Dunsmuir Connection will be a linear extension of Creekside Park, allowing opportunities to enjoy views of the area and to relax.

This accessible connection will be purposefully designed to be integrated and beautiful. It will provide a key east-west link for pedestrians and cyclists and will directly connect the east side of Vancouver to the downtown core at a moderate grade (5%) to accommodate the difference in elevation between Dunsmuir and Quebec Streets (approximately 15m).

Several vertical access points will be integrated to the Dunsmuir Connection Structure to provide access to and from Pacific Boulevard below and surrounding neighbourhoods. The developments directly adjacent to the Dunsmuir Connection should include active, public uses.

### Policies

- 14.2.1 Provide an all ages and abilities connection for people walking and cycling between the downtown, Creekside Park and the rest of the city.
- 14.2.2 Allow for safe and separated pedestrian and cyclist circulation as well as places to safely stop and enjoy the view.
- 14.2.3 Provide seating nooks, rest areas and viewpoints to False Creek and the mountains.
- 14.2.4 Building frontages adjacent to the Dunsmuir Connection should integrate and provide opportunities for active, public uses.
- 14.2.5 Establish a pedestrian walkway between the Dunsmuir Connection and the Chinatown-Stadium SkyTrain Station that allows seamless access to and from the connection, as well as to the 300 level entry of Rogers Arena.
- 14.2.6 Integrate design principles of Crime Prevention Through Environmental Design (CPTED).
- 14.2.7 Provide weather protection at building interfaces such as awnings and rain canopies.
- 14.2.8 Explore opportunities to integrate public art.
- 14.2.9 Provide lighting that is functional, aesthetic and integrated with the rest of the park.
- 14.2.10 Integrate landscaping and planters on the elevated structure to allow healthy growth of small trees, shrubs, perennials and grasses.



Brooklyn Bridge Park (Credit: Felicella)

## 14.3 FALSE CREEK BASIN

An iconic waterbody in Vancouver's downtown, the False Creek Basin is a focal point that provides breathing space and programming opportunities for water-based recreation, events and entertainment.

Given the current use and configuration of False Creek and decades of industrial use, the basin can no longer be restored to its original condition. It can, however, reclaim ecological functions within the creek, establishing habitat for fish and aquatic birds while still balancing the needs of Vancouverites.

False Creek Basin will continue to be a hub for active water uses, such as motorized and non-motorized boating activities. These uses can connect users to the site in a meaningful way, which may ultimately evolve into a form of stewardship. The new waterfront and shoreline will be resilient and will adapt to sea level rise

### Policies

- 14.3.1 Develop an engaging and diverse waterfront with a variety of hard and soft edge conditions that provide an enjoyable opportunity to see, feel and interact with the water.
- 14.3.2 Create an inclusive and accessible waterfront that provides opportunities for all people to access the water's edge for daily activities, recreation and to enjoy water views.
- 14.3.3 Explore opportunities to improve access for non-motorized boating in the False Creek Basin.



## 14.4 PARK STEWARDSHIP

The Creekside and Andy Livingstone Parks will be a major public green space in the heart of the city. Located at the water's edge and surrounded by historic neighbourhoods and an emerging vibrant Events and Entertainment District, the park will be a very busy destination for both locals and visitors. The anticipated high intensity of use will require high standards of maintenance, programming and stewardship to keep the park clean, safe and inclusive at all times. As such, the park will require an innovative operating model to ensure its long-term success.

Current experience in Andy Livingstone Park has shown that partnerships between the City, Park Board, Vancouver Coastal Health and local non-profit organizations have been invaluable to collect discarded needles several times a day, and sustain regular maintenance and oversight of park spaces. The addition of a Park Rangers satellite station in Andy Livingstone Park in 2017 has greatly assisted in this effort, especially in keeping play spaces safe for children.

The intent of a new operating model is to ensure the park can sustain the anticipated high intensity of daily use by local communities and visitors, and to support special events that will take place in the park, in nearby stadia and surrounding neighbourhoods. With the park's proximity to event venues and location within walking distance of two Skytrain stations, large numbers of sports fans, concert goers or participants in a community event will flock to the park at peak times throughout the year. This intensity of use will require a higher level of on-going maintenance and surveillance than in other downtown parks.

In addition, there is a need for a park experience that fosters deep connections between local residents; Musqueam, Squamish and Tsleil-Waututh Nations; and Urban Indigenous Peoples. Staff will explore opportunities to tailor a new approach to park stewardship and programming that fosters strong partnerships with existing neighbours and local organizations (such as the Dr. Sun Yat-Sen Classical Garden, Crosstown Elementary School and Science World) and new neighbours, recognizing that the park will function as a local living space, a place for cultural gathering, and a city-wide and tourist destination.

### Policies

- 14.4.1 Establish an innovative park operating and stewardship model that supports a high standard of programming, maintenance, stewardship and management in Creekside and Andy Livingstone Parks.
- 14.4.2 Ensure sustained capital investment in the phased construction of the park and on-going budget to support the park's operating and stewardship model.
- 14.4.3 Maintain the Park Board Ranger satellite station to ensure a high level of management of park spaces, in partnership with the Vancouver Police Department.
- 14.4.4 Ensure dedicated, on-site maintenance and operations staff.
- 14.4.5 Explore opportunities for activation, programming and stewardship of the park through diverse partnerships.









# 15 COMMUNITY AND HOMES

## 15.0 COMMUNITY AND HOMES

### Introduction

Vancouver is in the midst of a serious housing crisis, where households all along the housing continuum face increasing pressures that jeopardize their ability to remain in the city, threatening the diversity of our city. The development of Northeast False Creek presents us with a unique opportunity to achieve a significant amount of affordable housing.

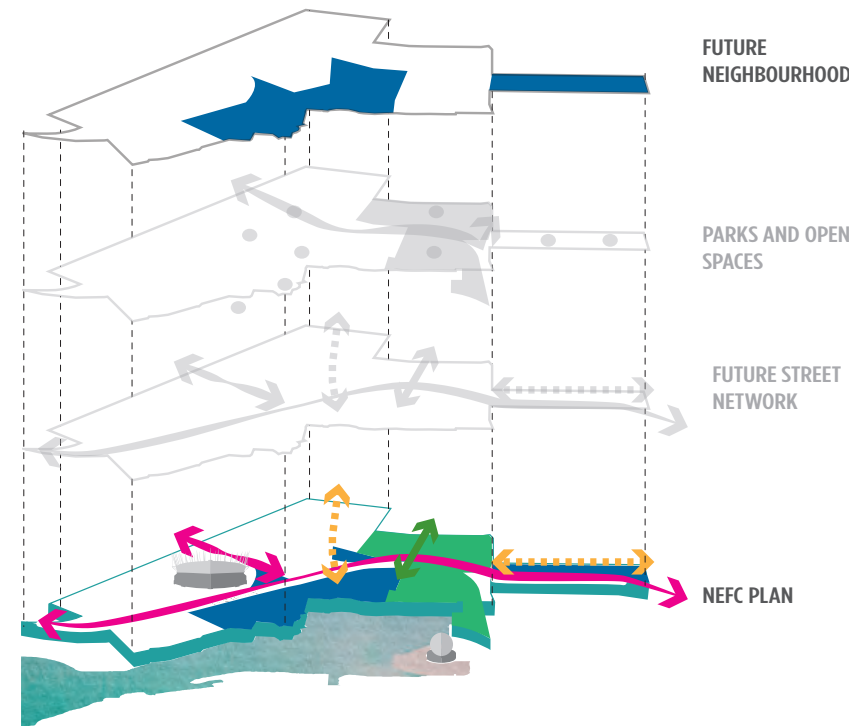
Providing a range of diverse housing options in Northeast False Creek will contribute to a healthy, vibrant and inclusive neighbourhood; a strong downtown and a more equitable city for people with a range of income levels. The Northeast False Creek Plan will draw from existing and emerging city-wide policy on affordable housing, including Housing Vancouver.

Within the False Creek North Official Development Plan (ODP) area, 542 units of affordable housing have been built. Significant new opportunities for affordable housing will be realized through the development of the remaining large land parcels in the ODP area, as well as through the development of the Main Street blocks. Beyond these opportunities there are six affordable housing sites remaining in other parts of the ODP area that can accommodate approximately 600 affordable housing units. The Northeast False Creek Plan creates an opportunity to help realize the build out and completion of these affordable housing sites.

New residential and employment growth in the area requires consideration of new parks and amenities for the people who will be living in the area. New amenities, such as childcare facilities, community spaces (which may include services for families, seniors, youth and other local communities), indoor arts and culture spaces, and recreation facilities are essential in realizing the vision of a healthy, connected, and complete neighbourhood. It is also important that local historical and cultural connections to nearby areas such as Chinatown, the Downtown Eastside, and Main Street remain a central consideration.

Easy access to affordable, healthy food should be considered for both the existing nearby communities as well as for future residents in Northeast False Creek.

The City continues to work with Vancouver School Board for the long term needs of families with children.





## City-wide Context and Policies

The False Creek North Official Development Plan (1990) is the guide to development in the part of the City of Vancouver described as False Creek North, which includes the Northeast False Creek area. In addition to guiding the policies, strategies and By-laws for this area, this document also shapes planning for housing programs and community facilities.

The Downtown Eastside Plan (2014) provides a vision, policies, and strategies for the Downtown Eastside that focus on ways to improve the lives of low-income Downtown Eastside residents and community members. Some key directions include:

### Community Well-being

- Support for children, youth, families and seniors
- Access to affordable, nutritious food
- Access to high-quality and inclusive health, social and community services
- Promoting inclusion, belonging and safety

### Housing

- Access to affordable housing choices in the Downtown Eastside and across the City is available for low-income working people, including the homeless and the working poor, children, families and seniors
- A housing mix in the neighbourhood continues to be encouraged
- Conditions of existing low-income housing in the Downtown Eastside are improved
- A range of supports to provide basic needs such as food and health services, as well as inclusion and belonging

The following plans or studies will be required for the development sites in Northeast False Creek to meet the Rezoning Policy for Sustainable

Large Developments:

1. Access to Nature
2. Sustainable Food Systems
3. Green Mobility
4. Rainwater Management
5. Zero Waste Planning
6. Affordable Housing
7. Low Carbon Energy Supply

The Healthy City Strategy (2015) includes 13 long-term goals for the well-being of the city and its people, including ambitious targets to reach by 2025. The strategy is focused on the 'social determinants' that shape well-being in a broader sense. Three focus areas form a holistic framework that informs the Healthy City Strategy:

- **Healthy people:** Our health and well-being begins with basic needs—clothing, shelter, food, transportation and employment. We need ways to express ourselves, to be safe and included, supportive services, and to learn and grow.
- **Healthy communities:** Community connections build a healthy city and working together makes us resilient and sustainable. We enjoy better health when we connect with our neighbours and are engaged in our communities.
- **Healthy Environments:** Ecologically, economically and socially sustainable environments directly impact our physical and mental health—the built environment, networks of movement, natural spaces, biodiversity and freedom from pollution are key to building a healthy city.

The Childcare Design Guidelines (1993) guide the design and development of childcare facilities throughout the city. The intent of the guidelines is to create safe and secure urban childcare facilities that provide a range of opportunities for the social, intellectual and physical development of children.

The Vancouver Food Strategy (2013) sets five city-wide goals towards more just and sustainable food production, distribution, access and waste management, identifying a roadmap for action. The comprehensive list of action serves to integrate individual food policies into a more coordinated food system approach and aligning food system goals within a broader City plans and processes. In the case of Northeast False Creek, food assets and initiatives are supported through policy creation, supportive land use, infrastructure and grants aimed to increase capacity-building and local food jobs.

City Council is resetting the Housing and Homelessness Strategy, and has approved Housing Vancouver (2017), a new 10-year strategy with the aim of improving housing affordability by creating the right supply of homes to meet the needs of people who live and work in Vancouver. The strategy includes a target of 72,000 new homes over the next 10 years. Of the 72,000 new homes, 12,000 units are targeted for social and supportive housing, including the social housing to be delivered through this Plan.

The Housing and Homelessness Strategy describes the City's overall direction for housing, including what we need and how we will achieve it over the next ten years. It identifies the different kinds of housing necessary to meet the needs of our citizens, as well as ways to improve and better preserve the housing we currently have. The goals of the strategy are to end street homelessness and to provide more affordable housing choices for all Vancouverites.

The Family Room: Housing Mix Policy for Rezoning Projects (2016) provides new requirements and targets for family units in rezoning projects for residential strata housing and secured market rental housing. Family units are defined as units that have two or more bedrooms.

The High Density Housing for Families with Children Guidelines apply to developments within Northeast False Creek and the intent of the guidelines is to address the key issues of site, building and unit design which relate to residential liveability for families with children.

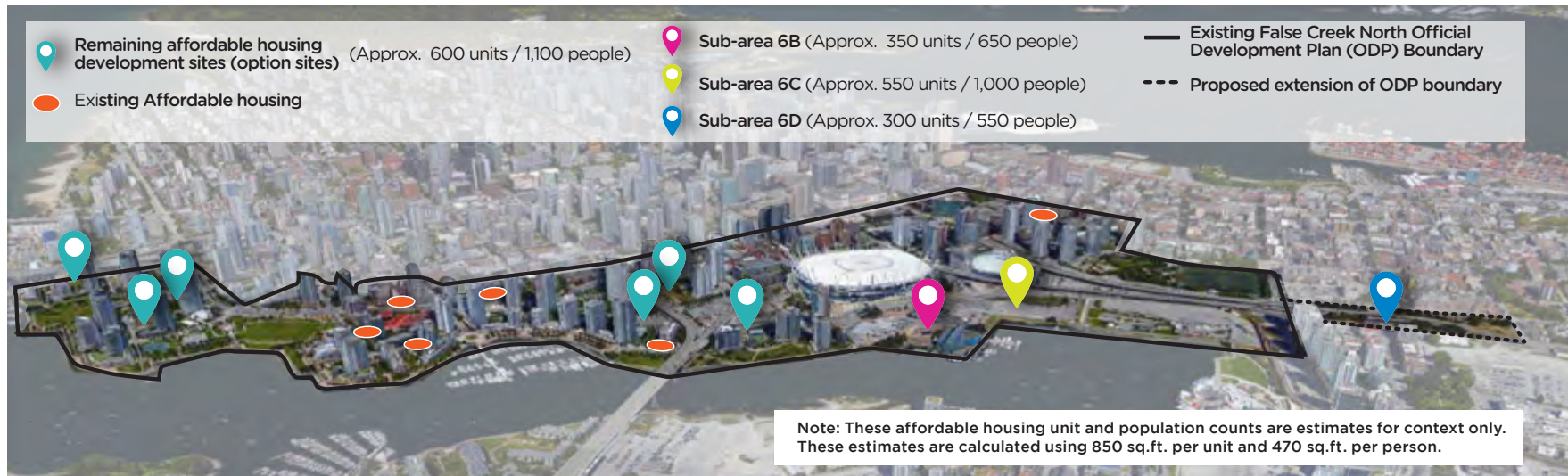
The Housing Design and Technical Guidelines were created to help guide housing partners through the project development process on social housing projects secured by the City. The guidelines outline the minimum standards required by the City of Vancouver for materials, finishes, equipment and technical specifications. Standardization, through the use of the guidelines, are intended to balance immediate environmental, energy and space efficiencies, ensuring an emphasis on long-term durability and resilience of the City asset over the life of the building.

## Housing Principles for Northeast False Creek

Northeast False Creek will include a mix of housing opportunities that are affordable, accessible and inclusive. The following principles were developed to help shape the conversation with key stakeholders and community partners and will guide the overall housing strategy for Northeast False Creek:

- » Maximize the delivery of affordable housing in a cost-effective way while capitalizing on the opportunity to increase the overall percentage of affordable housing within the False Creek North Official Development Plan (1990) area.
- » Include a range of housing options along the housing continuum and seek innovative approaches to achieving a diverse level of affordability.
- » Target 50% of social housing units for families (2 or more bedrooms), excluding housing developments designated for seniors or artists.
- » Seek complete turn-key social housing units where possible.
- » Rezoning applications intending to achieve new residential density above what is set out in the False Creek North Official Development Plan (ODP) must target at least 20% of the new residential floor area as social housing within the ODP area.





Affordable housing supply in False Creek North and Northeast False Creek

## 15.1 SUPPLY AND AFFORDABILITY

### Policies

- 15.1.1 Ensure 20% of new stratified residential floor area is delivered as social housing.
- 15.1.2 Through the rezoning of Sub-area 6C, work with the applicant to expedite the delivery of the remaining six affordable housing sites within the existing False Creek North Official Development Plan area.
- 15.1.3 Work with senior government partners and the rezoning applicants for Sub-area 6C to explore strategic partnerships to construct and deepen the level of affordability on the six affordable housing developments referenced in policy 15.1.2.
- 15.1.4 Target 300 new social housing units to be delivered on the Main Street Blocks, as supported by the Downtown Eastside Plan.
- 15.1.5 While prioritizing the delivery of affordable housing as outlined, explore viable opportunities for affordable home ownership and/or market rental housing within the Plan area to address modest market housing.
- 15.1.6 Consider rental opportunities that align with the emerging directions from Housing Vancouver.
- 15.1.7 Track the overall supply of affordable housing (i.e. social, secured rental etc.).
- 15.1.8 Explore opportunities for the inclusion of artist studio and production space within affordable housing developments.

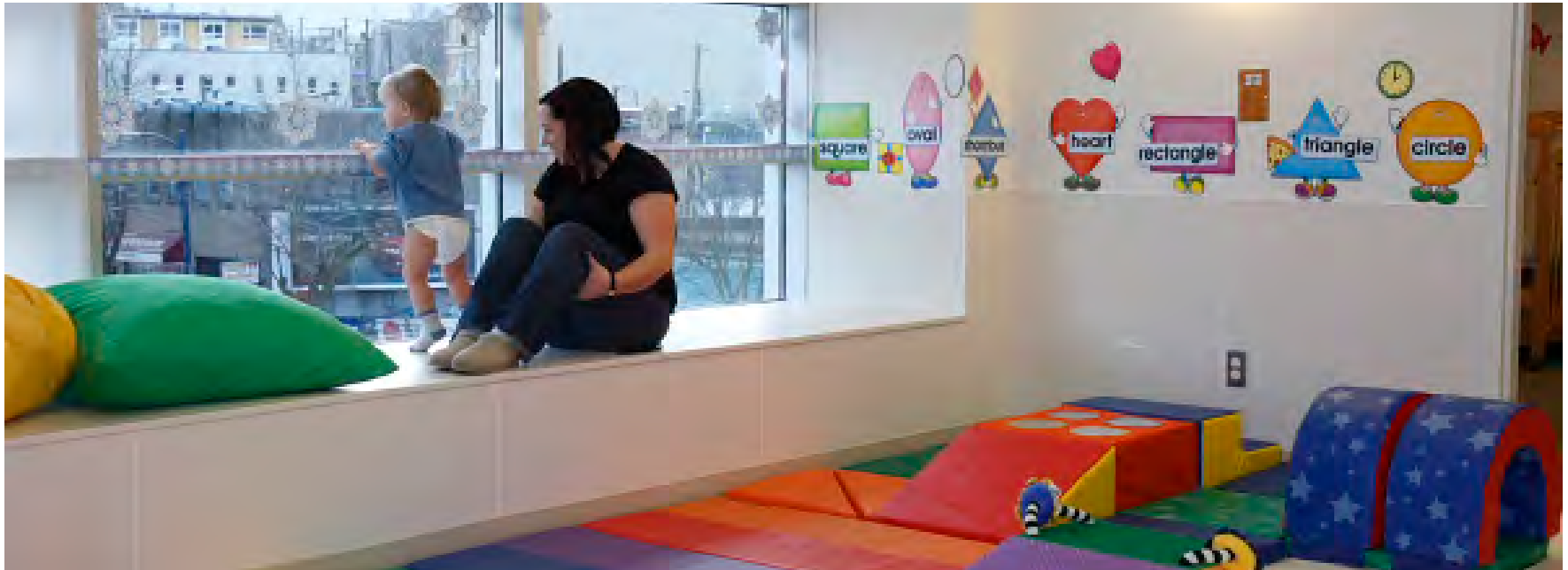
## 15.2 HOUSING DIVERSITY

### Policies

- 15.2.1 Offer a variety of housing choices and community facilities to attract and retain a vibrant workforce, including families with children.
- 15.2.2 Require 50% of all social housing units to be two and three bedroom units for families (except for seniors housing), designed in accordance with the High Density Housing for Families with Children Guidelines.
- 15.2.3 In market housing, require a minimum of 35% family units (having two or more bedrooms). In residential strata housing projects, include a minimum of 25% two bedroom and a minimum of 10% three-bedroom units in each project, in accordance with the Family Room: Housing Mix Policy for Rezoning Projects.
- 15.2.4 Explore opportunities to create new forms of livable, family-oriented homes for people of all abilities.

**Northeast False Creek provides a significant opportunity to contribute to city-wide targets for affordable housing. Increasing the supply of affordable housing will ensure that the community offers opportunities for residents of all income levels to find accommodation in the area.**





Mount Pleasant Community Centre

### 15.3 CHILDCARE

Access to quality childcare and early learning opportunities help to foster healthy children and communities plays a crucial role in the social and economic stability of the city. City-wide, approximately only 32% of childcare need is currently being met. The need is particularly acute for infants and toddlers (children under the age of three). New residential and employment uses in Northeast False Creek will directly result in new demand for childcare.

The City's childcare policies and guidelines outline strategies for childcare facility development and support for families with children. While the City does not directly deliver childcare services, it advocates, forms partnerships, and invests in childcare spaces through direct operating grants, capital grants, maintenance and financing growth policy and tools.

#### Policies

- 15.3.1 Develop new licensed non-profit childcare facilities to help meet anticipated demand generated by residential and employment growth in the area, with a particular emphasis on serving children under the age of 3.
- 15.3.2 Explore opportunities to develop additional childcare spaces for children aged 5 to 12.
- 15.3.3 When developing community facilities, explore opportunities to co-locate childcare centres (for children aged 0-4) and school age care spaces (5-12 years), to provide children and families better access to a wide range of services.
- 15.3.4 Explore opportunities for licensed family childcare in new residential developments.



Creekside Community Centre (Credit: Claudette Carracedo)

## 15.4 COMMUNITY, SOCIAL AND RECREATION FACILITIES

New residents in the area will need spaces and amenities to support their social, physical and cultural well-being. Community facilities typically offer low-barrier access to programs and services that support a wide range of the population, particularly vulnerable groups within the community. Common examples of social facilities include cultural centres, family places, seniors centres, non-profit centres and a host of other community oriented uses. Social facilities may be either City-owned or privately owned, but are frequently operated by non-profit organizations.

Community Centres are hubs of the community where people gather to participate, get active and engage with their community through recreation. Typically jointly operated with Community Associations, Community Centres provide significant social development, health and wellness, child development, arts and culture, and sport activities to the public.

### Policies

15.4.1 Explore opportunities for the development of a new Community Centre, which would include recreational facilities for all ages and abilities, a dedicated community space for seniors, a childcare centre, ice rink, arts presentation space, and other multipurpose functions.

- 15.4.2 Explore the development of a non-profit hub by taking advantage of co-location and resource sharing opportunities for non-profit organizations (including organizations with complementary cultural, social, arts, health and housing objectives).
- 15.4.3 Explore opportunities to develop new cultural and social spaces on Sub-area 6D that provide barrier-free access to services which promote cultural identity, social inclusion and community connectivity.
- 15.4.4 Deliver a non-motorized boating support facility that includes opportunities for general public access, dragon boating and work with the First Nations to accommodate traditional canoes.
- 15.4.5 Replace the existing Downtown Skate Plaza within the Northeast False Creek Park, with a facility of similar size and with 'street skate' features, lighting and cover.
- 15.4.6 Provide an interim skateboard park during the construction process, with similar features and generous size, located within reasonable proximity to the existing Skate Plaza.
- 15.4.7 Ensure fulsome engagement with the skateboard community during the design of skateboard facilities.



A local grocery store in Chinatown

## 15.5 SUSTAINABLE FOOD SYSTEMS

Access to sufficient, healthy and affordable food is critical for communities. A sustainable food system can strengthen the green economy, boost local food production and enhance community connections. Vancouver takes a food system approach to policy and planning that involves all aspects of the food system, including production, processing and distribution, food access, and waste management.

The need for food infrastructure and community based food programs in Northeast False Creek is a priority given high density living expected in the neighbourhood. Supportive policies and programs are required to maximize opportunities for residents to access local, healthy food. Additionally, nearby neighbourhoods with rich food culture and infrastructure provides unique synergies to increase opportunities for residents to grow and access healthy and culturally diverse foods close-to-home.

### Policies

- 15.5.1 Enhance access and increase neighbourhood food assets: including community gardens, community kitchens and other community-based food programs, particularly for vulnerable and isolated groups.
- 15.5.2 Improve access to healthy and affordable food for all by increasing the number of healthy food retail option, including locally-based small-scale grocers, farmers markets, community food markets and healthy food programs.
- 15.5.3 Increase food growing opportunities in parks, open spaces, private land, streets and other City-owned property where appropriate, whether through community gardens, urban farms, fruit trees or edible landscaping.
- 15.5.4 Encourage green spaces in new buildings that complement and support food production as outlined in the Guidelines for Urban Agriculture for the Private Realm.
- 15.5.5 Explore opportunities for a curated hub of local food production, sales, distribution and/or manufacturing. This hub should provide opportunities for cultural identity building, knowledge sharing and skills development.









# 16 ARTS AND CULTURE



## 16.0 ARTS AND CULTURE

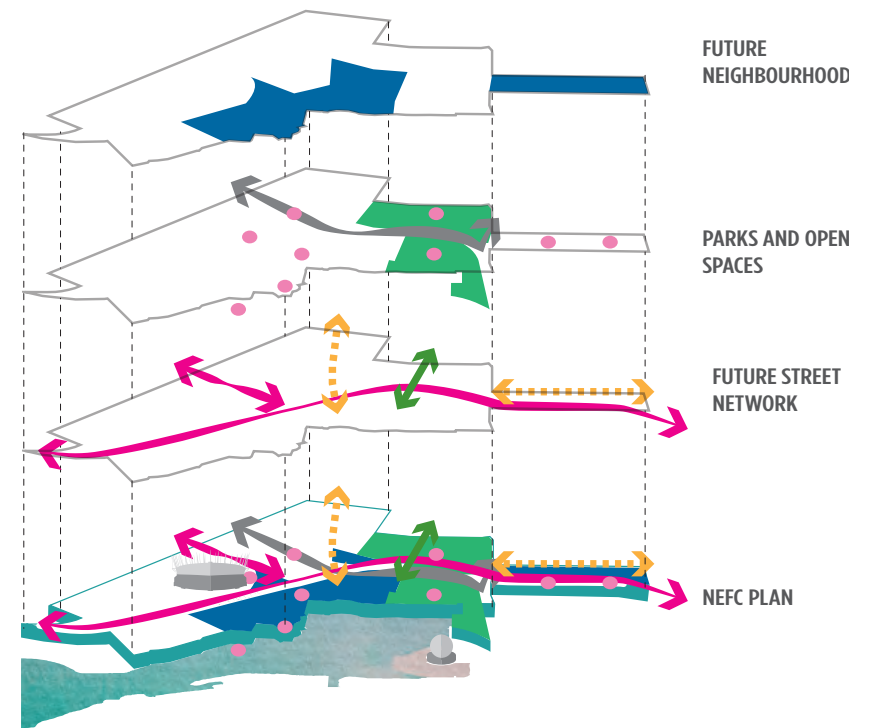
### Introduction

Northeast False Creek is the site for a rich and diverse range of contemporary and historical cultural communities. The area is on the unceded traditional homeland of the Musqueam, Squamish and Tsleil-Waututh Nations and overlaps a portage route that once bridged False Creek and Burrard Inlet. Rooted in historical and contemporary significance for the three First Nations, it is also important to several cultural communities. Once the heart of Vancouver's Black Community, Hogan's Alley, and the people and businesses located there, were displaced during the construction of the viaducts. Today the Chinese-Canadian Community and Vancouver's largest Urban Indigenous population continue to enrich the Downtown Eastside and Chinatown neighbourhoods.

Northeast False Creek provides an opportunity to recognize Vancouver's complicated colonial history, as well as celebrate the area's cultural significance. Planned arts and cultural spaces, spaces for low-barrier access to services, public art, housing, parkland, and connections to the waterfront will serve the diverse communities in the area and encourage connections between cultures, histories and identities. This includes meaningful recognition of the unceded Musqueam, Squamish and Tsleil-Waututh homelands and the First Nations' peoples, the historic Hogan's Alley neighbourhood, and the cultural contributions of the Black, Chinese-Canadian and Urban Indigenous communities.

With an aim to create an accessible and inclusive neighbourhood, Northeast False Creek will address the overlapping needs of the Downtown Eastside's arts and cultural communities. The area will also serve city-wide needs as a major arts and culture destination with the creation of new indoor and outdoor event and performance sites.

A comprehensive public art plan is being developed for the area to explore the area's history, ecology, communities, and landscape, identify significant sites within its cultural history and opportunities for public artworks. Artist projects incorporated into the art plan itself will begin to explore many of these possibilities.



## City-wide Context and Policies

The City of Vancouver has supported the arts and cultural sector for over 125 years. Currently the City provides grants and awards, and supports cultural spaces as well as commissions of public art. The central vision in Vancouver's Culture Plan: Strategic Directions (2013) is to cultivate and enhance a diverse and thriving cultural ecology that enriches the lives of residents and visitors. Key objectives relevant to Northeast False Creek include:

- » Partnering to retain and develop affordable sustainable arts and cultural spaces
- » Enhancing sustainability of organizations
- » Increasing public participation and engagement opportunities
- » Improving access for new and underserved communities

The City of Vancouver's Public Art Program commissions a range of public art that encompasses the diversity, values and poetry of place that collectively define Vancouver. Through new civic and private sector commissions, the Public Art Program supports excellence in art making by emerging and established artists, in new and traditional media.

The Park Board envisions a city where the arts are an integral part of everyday life, where people are able to learn and express creativity in ways that build healthy communities. The Park Board runs an artist studio residencies program in park fieldhouses across the city.

The Healthy City Strategy (2014) includes a goal for 'Expressing Ourselves' and to ensure Vancouver has a diverse and thriving cultural ecology that enriches the lives of all residents and visitors. It includes a target to increase public participation and community engagement in arts and culture by 25% over 2014 levels by 2025.

The Northeast False Creek Plan provides an opportunity to integrate the City of Reconciliation framework goals of strengthening local First Nations and Urban Indigenous relations; promoting Indigenous peoples arts, culture, awareness and understanding; and incorporating First Nations and Urban Indigenous perspectives for effective City services.

Northeast False Creek overlaps the Downtown Eastside Plan boundary, and incorporates outlined policies in the Downtown Eastside (DTES) Plan (2014) that address the needs of the Chinese-Canadian and Urban Indigenous communities. In 2015, City Council directed staff to explore ways to honour the historic neighbourhood of Hogan's Alley through the Northeast False Creek planning process. Hogan's Alley, once the heart of Vancouver's Black Community was demolished during the construction of the viaducts. City staff have been working with members of the local Black Community to use the Plan and design of the site at 898 Main Street (Hogan's Alley block) as an opportunity to create a legacy of acknowledging and honouring the history while promoting and emphasizing the contributions of the contemporary Black Community.

Relevant policies from the Downtown Eastside Plan include:

- » recognize and honour the former Black Community of Hogan's Alley that existed prior to the viaducts construction;
- » attract or facilitate the establishment of culturally appropriate, affordable food retail in areas of the neighbourhood;
- » preserve and secure key cultural spaces in the public domain through ownership by non-profits, foundations, government or other agencies;
- » retain/create flexible, multi-use and accessible neighbourhood spaces such as studios, offices, rehearsal/production and indoor/outdoor event space
- » pursue co-location (i.e. cultural hub) opportunities for cultural space as appropriate.
- » provide strategic support to the community towards the retention and enhancement of key cultural anchors including the Dr. Sun Yat-Sen Classical Chinese Garden, the Chinese Cultural Centre of Greater Vancouver including their museum and archives, as well as the Chinatown Society Heritage buildings.



Welcome to the Land of Light- Public art by Henry Tsang



Gathering of Canoes, 2013 (Credit: Reconciliation Canada)

## 16.1 MEANINGFUL CULTURAL RECOGNITION AND INTEGRATION

### Policies

- 16.1.1 Ensure ongoing engagement with Musqueam, Squamish and Tsleil-Waututh Nations, as well as the Urban Indigenous, Chinese-Canadian, and Black communities with deep histories and contemporary presence in the project area.
- 16.1.2 Explore opportunities to create an Indigenous Peoples' gathering space in Northeast False Creek, including opportunities for water access for traditional canoes.
- 16.1.3 Explore opportunities for integration of local First Nations Design Principles, as well as local First Nations naming and plant concepts throughout public spaces and parks.
- 16.1.4 Continue to honour the displaced Black Community through meaningful recognition integrated into the redevelopment of what was known as Hogan's Alley (898 Main Street) by working with Vancouver's Black Community through thoughtful and collaborative processes.
- 16.1.5 Explore opportunities to develop new cultural and social spaces on Sub-area 6D that provide barrier-free access to services promoting cultural identity, social inclusion and community connectivity.
- 16.1.6 Establish new gateways into Chinatown along Main Street, Quebec Street and Gore Avenue, integrating culturally significant sites from the Chinatown Cultural Precinct, such as the Dr. Sun Yat-Sen Gardens and the Chinese Cultural Centre.
- 16.1.7 Create accessible and comfortable connections between Chinatown and Northeast False Creek's public spaces, parks and waterfront.
- 16.1.8 Explore opportunities to co-locate cultural spaces with affordable housing, as well as other community spaces.





BMO Theatre Centre (Credit: David Cooper)



Federation Square, Melbourne, Australia

## 16.2 SECURING AFFORDABLE ARTS AND CULTURAL SPACES

Partner to secure, affordable arts and cultural spaces, for the long term, that balance neighbourhood, district, and city-wide needs.

### Policies

- 16.2.1 Partner with non-profit organizations to retain and secure, or expand and enhance, existing adjacent arts and cultural spaces in the DTES and the False Creek Flats areas that provide accessible public programming (e.g. culturally-specific programming, presentation, and administrative spaces), or artist studio, production and rehearsal space.
- 16.2.2 Partner on creation of operationally sustainable arts and cultural spaces that are affordable and accessible to the public. For example:
  - » Culturally-specific programming spaces;
  - » Non-profit operated hubs that enable co-location and resource sharing with arts and culture, social, health, and housing organizations, and locally serving businesses;
  - » Locally-serving and culturally-specific retail businesses (including grocery stores and restaurants) and services;
  - » Indoor music presentation spaces;
  - » Flexible, inclusive, accessible space with requisite infrastructure in parks and plaza spaces that can be used for small-to-large scale (up to 15,000 people), day-and-night, amplified outdoor uses including: performances, festivals, events, market vending opportunities for artists and artisans, screenings, projections, etc.



The Birds by Myfanwy Macleod (Credit: Robert Keziere)

## 16.3 ARTIST HOUSING

Over 65% of artists earned under \$40,000 in Vancouver in 2011, with average incomes about \$35,000—approximately 30% lower than Vancouver's overall labour force.<sup>1</sup> The Downtown Eastside (including Strathcona) has a high population of low-income artists, including Indigenous artists.

### Policies

- 16.3.1 Create social housing for artists with associated production space (For more information refer to 15.0 Community and Homes).
- 16.3.2 Support social housing for diverse or historically underrepresented artist populations, including seniors, those who are low-income, and those with culturally-specific practices, or with families.

<sup>1</sup> Average employment income for Vancouver's labour force was approximately \$50,000, 2011 National Household Survey. BC Housing 2017 Housing Income Limits (HILS) threshold identifies \$40,000 as the minimum income required to pay for an average bachelor suite in Vancouver.

## 16.4 ARTS-FRIENDLY REGULATIONS

Create a supportive, arts-friendly regulatory environment to allow arts practice to thrive and evolve in Northeast False Creek.

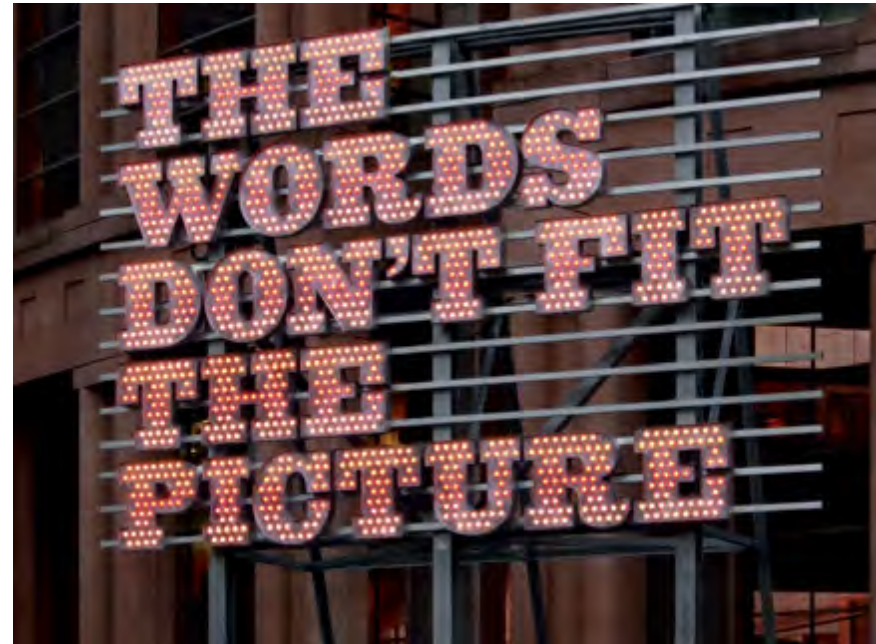
### Policies

- 16.4.1 Explore market vending opportunities to support artists selling their work on site in public spaces.
- 16.4.2 Explore options to allow artists to sell and display works created on-site in artist studios.
- 16.4.3 Reduce regulatory barriers to flexible, adaptive and interdisciplinary spaces.





Time Top by Jerry Pethick (Credit: Trevor Mills)



The Words Don't Fit The Picture (Credit: Robert Keziere)

## 16.5 PUBLIC ART MASTER PLAN FOR NORTHEAST FALSE CREEK

### Policies

- 16.5.1 Develop a detailed Public Art Master Plan for Northeast False Creek, including parks, private development sites, the Main Street blocks, and the connections between Northeast False Creek and its surrounding neighbourhoods.
- 16.5.2 Explore opportunities for public art relating to Reconciliation and recognition of Musqueam, Squamish and Tsleil-Waututh Nations.
- 16.5.3 Consider places of congregation as well as places of connection with communities, including Urban Indigenous, Chinese-Canadian, and Black communities with deep histories and contemporary presence in the project area.
- 16.5.4 Explore opportunities to uncover and meaningfully recognize cultural sites of significance.
- 16.5.5 Add to the City's public art collection with a cohesive body of work that speaks to the unique conditions and situation of Northeast False Creek.
- 16.5.6 Propose an animated range of public art projects of different durations and scale, from socially engaged projects and temporary works to permanent artworks.
- 16.5.7 Identify opportunities and potential sites for major permanent artworks.
- 16.5.8 Reflect the evolving nature of Northeast False Creek through the commissioning of artworks that have the capacity to have lasting significance and/or change over time.







# 17 UTILITIES AND SERVICES

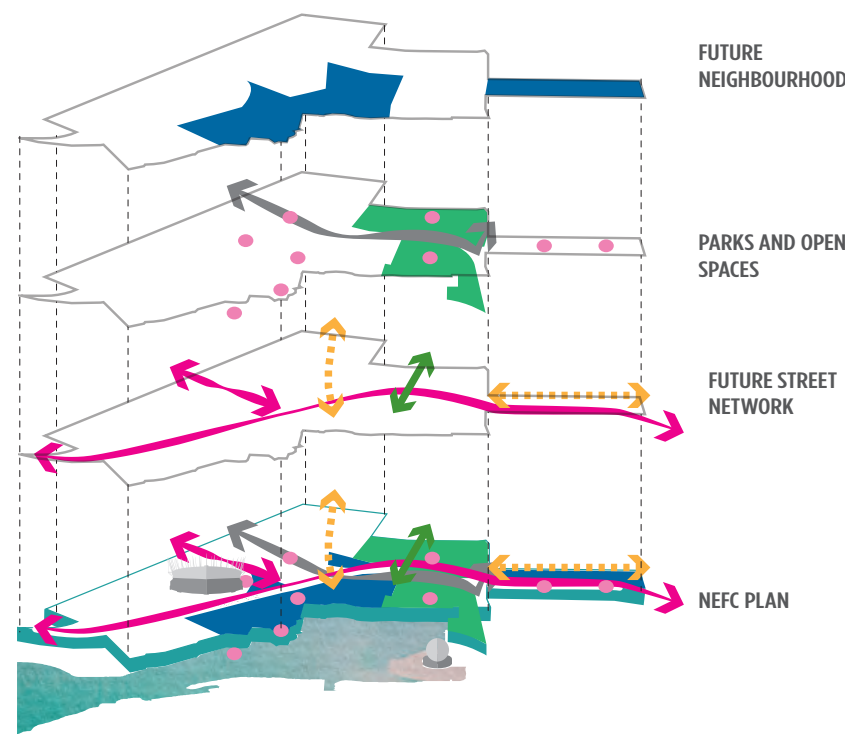
## 17.0 UTILITIES AND SERVICES

### Introduction

Northeast False Creek is planned to become home to 10,000-12,000 new residents and will provide work space for 6,000-8,000 new jobs. Maintaining and upgrading utilities and services are essential for the health and well-being of the residents, workers and visitors to the area. The relocation of Northeast False Creek's water and sewer networks are required to integrate with the new street network and accommodate future growth. In addition, expansion of rainwater management infrastructure (green infrastructure) and neighbourhood energy systems are required to service the proposed developments and meet the City's sustainability objectives.

This plan also includes waste management policies to ensure that new developments meet the City's objectives to increase recycling and composting and that the implementation of this plan, specifically the demolition of the Georgia and Dunsmuir Viaducts and construction of the proposed street network, minimize waste.

Maintaining, relocating and upgrading Northeast False Creek utilities and services is an essential component of implementing the Plan.





## City-wide Policies and Context

One of the key objectives of the City's corporate business plan is that: "Vancouver's asset and infrastructure are well-managed and resilient." Further, a city's infrastructure plays an important role in its overall sustainability and resiliency. A number of Vancouver's policies specifically relate to matters of utilities and services.

The City set an ambitious overall goal to become the greenest city in the world by 2020. Specific objectives for Vancouver's utilities and services include:

- » Reduce solid waste going to the landfill or incinerator by 50% from 2008 levels
- » Provide the best drinking water of any city in the world
- » Reduce potable water consumption by 33% from 2006 levels
- » Reduce community-based greenhouse gas emissions by 33% over 2007 levels
- » Protect Vancouver's waterways

The City is currently developing the Zero Waste 2040 Plan which aims to build on the Greenest City Action Plan zero waste target and will allow Vancouver to become a zero waste community by 2040. A zero waste community is one in which:

- » Citizens and businesses value solid waste materials as finite resource
- » Consumption of those resources are minimized to the fullest extent possible
- » Resources that cannot be avoided, remain in closed loop, circular economic and community networks involving robust sharing, reuse and recycling systems
- » Actions taken to achieve zero waste result in co-benefits to the environment, the economy and the members of the Vancouver community

The City's Neighbourhood Energy Strategy (2012) outlines a strategic approach to the expansion and development of neighbourhood energy systems to support GHG reduction targets. The policy focuses on high-density mixed-use neighbourhoods with the greatest carbon reduction potential, particularly those undergoing large and rapid development. Northeast False Creek was identified as an opportunity area for the establishment of low-carbon neighbourhood energy.

The vision in the City's Integrated Rainwater Management Plan (2016) describes a Vancouver where rainwater is valued as a resource – a place surrounded by clean water; where natural and urban ecosystems are created, protected and enhanced and where water infrastructure is adaptable and resilient.



## 17.1 WATER

Vancouver's drinking water originates from rain and snow melt collected in the Capilano, Seymour and Coquitlam reservoirs. On an average day, the 1460 km long water system delivers 310 million litres of high quality water throughout the city.

As part of this Plan, the relocation and upgrade of water mains will ensure that existing and new development has sufficient access to water for household consumption and fire protection. As Northeast False Creek is an area with poor ground conditions and will include a critical water line for the area, this plan will provide opportunities to create an improved and resilient water system that would be more likely to remain intact following a seismic event.

The City is committed to increasing outdoor public access to drinking water through the Access to Water program. There are currently four drinking fountains within the existing parks in Northeast False Creek. There are opportunities for additional drinking fountains or bottle filling stations in the community that can be leveraged from adjacent development and new and revitalized parks.

It is expected that new development across the city will integrate water efficiency as an overarching design imperative. This includes the use of high efficiency water fixtures and systems, permeable surfaces to reduce the loads on our storm sewer system; and alternate sources of water to reduce the overall demand for drinking water for non-potable uses such as irrigation.

## Policies

- 17.1.1 Ensure that the street design accommodates the relocation and upgrade of the water system to suit the proposed relocation/reconfiguration of Pacific Boulevard.
- 17.1.2 Incorporate new drinking fountains, bottle filling stations and bulk water fill stations into the area; prioritizing locations along cycling routes, in parks, public plaza, community centres and other areas with a high demand for water.
- 17.1.3 Ensure a resilient network of water mains and community fill stations that have a higher probability of remaining in service during and after a seismic event.
- 17.1.4 Strive for Northeast False Creek to become a leader in residential water conservation, through the use of high-efficiency fixtures and elimination of potable water for decorative water features and outdoor irrigation, with exceptions related to public health. Reduce residential per-capita potable water use as laid out in the Greenest City Action Plan.
- 17.1.5 Strive to become a leader in building and neighbourhood scale water management to include sub-metering of all residential and commercial units. Maximize rainwater and grey water resources to offset potable water use and to reduce the impact on our receiving waters, liquid waste collection and treatment systems.



## 17.2 WASTE MANAGEMENT

The collection and proper management of solid waste, including garbage, compostable organic materials and recycling, is one of the most important municipal services the City provides.

Northeast False Creek provides a great opportunity for the City to facilitate the reorientation of habits and practices toward the City's zero waste target by fostering waste reduction; by increasing diversion of products and materials from the waste stream through repair, reuse, composting and recycling and by reducing operations-related environmental emissions, notably GHG emissions, through strategies such as reduced service-vehicle trips.



Group from Keep Vancouver Spectacular

### Polices

- 17.2.1 Encourage and support a system of repair and reuse to minimize the amount of materials from being disposed of as garbage.
- 17.2.2 Explore opportunities to implement innovative and leading edge measures to encourage waste diversion and minimize the environmental impacts of waste collection activities, such as use of a pneumatic collection system, communal composting, etc. For more information, refer to 11.5 Environmental Education.
- 17.2.3 Support building deconstruction through permitting and approvals processes to ensure materials are reused and recycled.
- 17.2.4 Work with development applicants to ensure all new buildings are able to accommodate waste as a resource, including opportunities to reuse/donate/exchange materials. For more information, please see the Zero Waste 2040 Strategy.
- 17.2.5 Explore opportunities to reuse and recycle the waste material generated by the removal of the Georgia and Dunsmuir viaducts.
- 17.2.6 Seek opportunities with charities and/or non-profit organizations to create a system where surplus nutritious food can be donated and distributed instead of being thrown away.





### 17.3 SEWERS

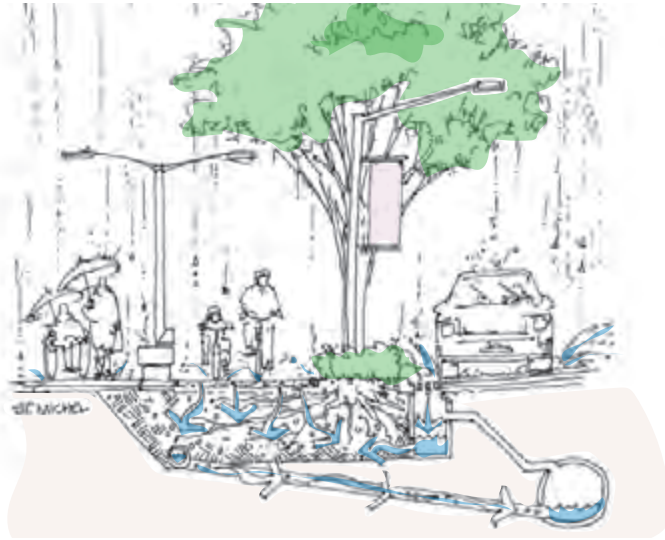
All of the sewers are separated in Northeast False Creek. They were primarily separated in the 1980s and 1990s during the last major development in the area.

There are two sanitary sewer sub-catchment areas in Northeast False Creek. One is part of the Downtown South catchment which is serviced by the Nelson Pump Station, at Pacific and Nelson Streets, and the other is part of the Terminal catchment which is serviced by the Thornton Pump Station, at Station Street and Terminal Avenue. As part of the Plan, the sanitary sewers along the existing Pacific Boulevard will be upgraded to service future growth and will be relocated into the new street network.

There are two storm sewer sub-catchments servicing Northeast False Creek. One extends from Smithe Street to the existing Carrall Street and from Beatty Street to False Creek, draining through four existing storm outfalls. The second sub-catchment includes the study area east of Carrall Street and the Main Street sites and drains to an outfall south of Science World. As part of the Plan, all storm sewers in the area will be upgraded and relocated into the new street network. In addition, the four existing outfalls will be consolidated into a single outfall. The storm sewer system will be supported by green infrastructure throughout the area which will collect, clean and safely convey rain water and street runoff.

### Policies

- 17.3.1 Upgrade and relocate the area sanitary systems to service existing and proposed development.
- 17.3.2 Seek opportunities to clean storm water in advance of discharge into False Creek.
- 17.3.3 Partner with regulatory bodies and landowners to design and construct a new storm water outfall to replace existing outfalls in Northeast False Creek.
- 17.3.4 Ensure that street design accommodates the relocation or upgraded storm and sanitary sewers.
- 17.3.5 Explore opportunities to design and construct a new sanitary force main to provide an alternate and resilient feed from the Nelson Baker Pump Station to the Metro Vancouver sewer system.
- 17.3.6 Ensure that the sewer systems in Northeast False Creek can be effectively maintained and operated over the lifespan of the infrastructure.
- 17.3.7 Explore opportunities to integrate the drainage system in Northeast False Creek with climate change resilient infrastructure. Recognize that the area drainage is highly affected by increased rainfall and sea level rise.



## 17.4 INTEGRATED RAINWATER MANAGEMENT

In Northeast False Creek, green infrastructure will be part of the proposed street network and the development sites as guided by the Integrated Rainwater Management Plan (IRMP) and the Rezoning Policy for Sustainable Large Developments. Green infrastructure will collect and/or clean and infiltrate, where possible, street and site run-off before discharge to False Creek. Designs will strive to maximize integration and co-benefits with other City policy direction in this document. Opportunities are to be explored at the site and district/area scale.

Resiliency to climate change can also be supported by integrated rainwater management. Specifically green infrastructure can address the climate projections calling for longer periods of dry and hot weather and more frequent and intense storms. For example, during drought periods, water that is collected and stored by green infrastructure could be used for irrigation and potable water would be conserved. For intense storms, green infrastructure can provide additional and/or secondary flow paths to safely convey run-off away from people and property.

### Policies

- 17.4.1 Implement green infrastructure in Northeast False Creek to meet targets set out in the City's Integrated Rainwater Management Plan.
- 17.4.2 Maximize co-benefits and integration of function. For example, corner bulges increase pedestrian safety, can contain a rain garden for water quality improvements, can store water for reuse and provide for public green space.
- 17.4.3 Explore and consider opportunities to collect rainwater for reuse on a site and district-wide scale in Northeast False Creek to replace and/or supplement potable water use.
- 17.4.4 Integrate green infrastructure into public space, including plazas, for rain water management while maximizing surface expression. Designs should consider engaging the public on the function of the green infrastructure through interactivity or other means.
- 17.4.5 Explore and consider climate change adaptable and resilient designs and opportunities.
- 17.4.6 Explore opportunities to educate the public on water conservation and integrated storm water management.
- 17.4.7 Encourage stewardship of public space infrastructure such as green infrastructure (e.g. the City's existing Green Streets Program).



Integration of public art and neighbourhood energy infrastructure in Southeast False Creek

## 17.5 NEIGHBOURHOOD ENERGY

A high-density mixed-use area such as Northeast False Creek provides an ideal context for a low-carbon neighbourhood energy system. Neighbourhood energy maximizes system efficiency by consolidating energy production to centralized locations, thereby eliminating the need for a boiler or furnace in individual buildings.

The sewage waste heat recovery system developed in Southeast False Creek is a leading example of a low-carbon neighbourhood energy system, demonstrating that it is possible to significantly reduce greenhouse gas emissions in a cost-effective manner, while making use of renewable local resources and enhancing community resiliency. Northeast False Creek presents a significant opportunity to build on the legacy of Southeast False Creek.



Sewage heat recovery at the Southeast False Creek Energy Centre.

### Policies

- 17.5.1 Support the City's emission targets by developing a low-carbon neighbourhood energy system in Northeast False Creek and seek to connect new or existing high density developments to such a system.
- 17.5.2 Ensure new developments meet low-carbon objectives set out in the Rezoning Policy for Sustainable Large Developments and the Zero Emissions Building Plan, where applicable. For more information, refer to 11.1 High Performance Buildings.
- 17.5.3 Ensure all new developments are designed to connect to a City-designated low carbon neighbourhood energy system where available.
- 17.5.4 Require new large developments to provide adequate space for neighbourhood energy system infrastructure, when appropriate through rezoning, subdivision and road re-alignment.
- 17.5.5 Pursue waste heat recovery and other potential resource recovery opportunities with local businesses.





## 17.6 THIRD PARTY UTILITIES

The City of Vancouver works with Third Party Utilities such as electricity and telecommunications providers and manages infrastructure installations within the street right-of-way that services development and buildings.

As part of the Plan, existing third-party utilities will be relocated into the new street. Some utility networks will also be expanded to service new development.

### Policies

- 17.6.1 Continue to work with third-party utilities to ensure regional infrastructure is installed and that existing and new developments are serviced in the area.
- 17.6.2 Partner with third-party utilities to provide servicing for City assets such as street lighting, event infrastructure, traffic signals and trolley bus lines.





# 18 PUBLIC BENEFITS STRATEGY





## 18.0 PUBLIC BENEFITS STRATEGY

### Introduction

A Public Benefit Strategy (PBS) provides strategic direction for future capital investments in an area or neighbourhood over the long-term. It covers key areas that support livable, healthy and sustainable communities: affordable housing, childcare, parks and open spaces, community facilities, civic facilities, transportation and utilities. The PBS takes into account the existing network of amenities and infrastructure needed to support the area, as well as district-serving and city-serving amenities which provide services beyond the planning boundary.

There are four key steps in preparing a PBS:

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

In planning for an optimal network of amenities and infrastructure that supports service and program delivery at local, district and citywide levels, the needs assessment considers the following:

- Existing amenities and infrastructure to be renewed over the life of the Plan
- Current gaps, deficiencies or shortfalls in service and program delivery, if any
- New demands anticipated from population and job growth.

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

- Partner strategically with senior levels of government, charitable & non-profit organizations, and private sector
- Optimize service delivery through business transformation, co-location and functional integration
- Maximize value for investments through creative design and planning, and strategic procurement and resourcing
- Be opportunistic and nimble

- Rationalize network of public amenities and services across agencies (City, Vancouver School Board, charitable and non-profit organizations, etc.) to enhance collaboration and synergies
- Consider repurposing, right-sizing, relocation, co-location and decommission of existing assets as part of a renewal strategy
- Build flexible, adaptable and expandable spaces to accommodate changing demographics and future growth
- Phase in large-scale, high impact capital programs/projects to mitigate financial impact
- Synchronize multi-project timing to maximize efficiencies and economy of scale.

When the City makes decisions on how to fund the maintenance of existing City-owned facilities/infrastructure and the development of new facilities, the following financial principles are used:

- Deliver services that are relevant and result in desired public outcomes
- Maintain facilities and infrastructure assets in good condition
- Consider long term implications in all decisions
- Keep property tax and fees affordable
- Keep municipal debt at a manageable level
- Optimize capital investments to meet public and economic needs while achieving value for the investment.

The PBS is also viewed in the following context:

- **Local-Serving:** benefits only the immediate community
- **District-Serving:** benefits the community and neighbouring areas
- **City-Serving:** benefits the entire City
- **Regional-Serving:** benefits areas beyond the City including neighbouring municipalities

The PBS is an aspirational section of the Plan that reflects the needs and desires of the community, and is intended to provide strategic direction to guide the City (including City Council and Park Board) in making investment decisions on public amenities and infrastructure in Northeast False Creek over the next 30 years. The City's fiscal capacity (e.g. the public's appetite for property tax, utility & user fee increases, debt financing capacity, cyclical

nature of Development Contributions), emerging opportunities (e.g. Federal or Provincial infrastructure funding programs), and evolving needs in this community and across the city will determine the actual amenity package that will be delivered incrementally over the long term horizon. As such, the PBS will be reviewed and refined periodically and integrated into the City's 10-year Capital Strategic Outlook, 4-year Capital Plan, and annual Capital Budget for prioritization and funding consideration on a citywide level.

### Who funds amenities and how?

Amenities are delivered from a variety of sources using different tools. The City provides funds for childcare facilities, parks, community centres, libraries, cultural facilities, affordable housing, utility upgrades (water and sewer), and street improvements. Funding for public amenities comes through the coordinated allocation of funds from the following:

- Property taxes, utility fees, and user fees
  - » Contributions related to development
  - » Development Cost Levies (DCLs)
  - » Community Amenity Contributions (CACs)
  - » Density Bonus Zoning
  - » Conditions of Development
- Contributions from other levels of government and non profit partners.

The region and Province are responsible for delivering schools, health care, and transit. Senior governments also hold mandates to deliver childcare and social housing. The City continues to encourage senior governments to uphold their responsibilities for childcare and housing; in the meantime, the City has used its own partnerships and financial tools to help facilitate the creation of these facilities, in recognition of their role as essential public amenities that support residents and workers in Vancouver. Community groups often deliver things like community gardens and neighbourhood greenways.

### What is considered when making public benefit decisions?

Decisions around public benefits involve the responsible allocation of limited dollars to deliver on our priorities. The City has recently put in place a long-term planning horizon, which provides a structure to prioritize investment and sustainment of infrastructure and amenities. In an effort to optimize our spending to most effectively deliver amenities and services throughout the City and in each neighbourhood, several things are considered:

- Population, demographics and trends (e.g. growth)
- Community input
- City standards (quantitative and qualitative)
- Council and Park Board approved policies and strategies (e.g. Housing and Homelessness Strategy, Transportation 2040, Healthy City Strategy, Renewable City Strategy)
- Existing public benefits.

### Plans for Northeast False Creek

Plans for Northeast False Creek Public amenities and services such as parks, childcare, affordable housing, transportation facilities, fire halls, as well as recreational, cultural and social facilities are important elements of a vibrant and livable community.

While residents and businesses on the periphery of Northeast False Creek are currently served by amenities in those communities, additional amenities and services are needed to serve a growing population. As Northeast False Creek grows, it is important to foster resilient, sustainable, safe and healthy communities.

The Northeast False Creek Plan:

- Strategically integrates delivery of on-site and off-site amenities with the development of the sub-areas within Northeast False Creek
- Establishes a framework for partnerships with communities, senior governments and other agencies to ensure appropriate social infrastructure and amenities are in place and funded for residents
- Prioritizes amenities and facilities that support a range of programs and activities to accommodate evolving needs:
  - » Viaducts replacement and critical infrastructure to support growth in the area and mitigate impacts to adjacent communities
  - » Secure land to deliver affordable housing (For more information refer to Chapter 15.0 Community and Homes)
  - » On-site amenities: delivered on-site during construction
  - » Off-site amenities, funded through development, located outside of the development (e.g. heritage, non-profit space etc.)
- Establishes a framework to explore opportunities for partnerships and co-location to maximize public benefits in the delivery of amenities
- Maintains and provides opportunities to renew existing amenities as they age.

A list of priorities for public benefits was identified through community consultation and a review of community needs. The Northeast False Creek Plan will ensure that public amenities and services continue to meet the community's needs as Northeast False Creek grows and evolves.

### Growth estimates

Northeast False Creek is planned to become home to 10,000-12,000 new residents and 6,000-8,000 new jobs. Maintaining and upgrading utilities and services is essential for the health and well-being of the residents, workers and visitors to the area.

## Public Benefits Summary



### 1 Sub-area 6B

#### On-site amenities

- » Social housing (20% of residential floor area)
- » Childcare facility
- » Covered/open plaza (Plaza of Nations)
- » Arts pavilion
- » Community centre including seniors' space and ice rink
- » Artist production space
- » Public art

### 4 Sub-area 7A

- » Secured market rental units as approved by Council in 2012

### 2 Sub-area 6C

#### On-site amenities

- » Social housing (20% of residential floor area)
- » Creekside Park extension, Dunsmuir Connection, Georgia Landing and Wharf
- » Childcare facility
- » Non-motorized boating support facility
- » Community policing centre
- » Artist production space
- » Public art

### 3 Sub-area 6D

#### On-site amenities

- » Target 300 social housing units (inc. First Nations post-secondary students, Chinese seniors, and family housing)
- » Childcare facility
- » Cultural centre
- » Non-profit office space
- » Social impact assessment mitigation/monitoring
- » Artist production space
- » Public art

### Off-site amenities

#### Overview

- » Viaducts removal, new street network and critical infrastructure
- » Secure six option sites for social housing (see Chapter 15)
- » Andy Livingstone Park and Creekside Park renewal
- » Firehall #8 renewal and expansion on option sites
- » Heritage contribution
- » Non-profit cultural space
- » Contribution toward Firehall #1 and #2 replacement/expansion

### 5 Sub-area 10C

- » Public amenity contribution already delivered through Stadium Upgrade Agreement
- » Concourse integration with Georgia Street

Note: The timing and delivery of public benefits in Northeast False Creek are dependent upon rezoning applications from landowners.



## Public Benefits Cost Estimates

Category	Amenities and Infrastructure	Approximate Cost
Transportation/Utilities	Viaducts replacement and critical infrastructure	\$360M
Environmental Remediation	Soil remediation	\$147M
Flood Protection	Flood protection	\$30M
Affordable Housing	Land for and approximately 600 units of social housing on the remaining Option Sites	\$228M
	Sub-area 6B (20% of residential floor area as social housing)	\$104M
	Sub-area 6C (20% of residential floor area as social housing)	\$176M
	Sub-area 6D (300 social housing units)	\$94M
Childcare	Three 69-space childcare facility for 0-4 year olds	\$29M
	One 30-space childcare facility for 5-12 year olds	\$1M
Parks and Open Spaces	Plaza of Nations	\$21M
	Andy Livingstone Park renewal	\$65M
	Dunsmuir Connection	\$9M
	Creekside Park extension	\$82M
	Creekside Park renewal	\$25M
	Georgia Landing and Wharf	\$17M
	Non-motorized boating support facility	\$5M
	Public art	\$9M
Community Facilities	Community centre	\$37M
	Ice rink	\$34M
	Arts pavilion	\$24M
	Communal artist production space and storage supporting artist social housing	\$8M
	Cultural centre	\$32M
	Non-profit cultural presentation and production space	\$44M
	Social impact assessment mitigation/monitoring	\$1M
Civic Facilities	Contribution toward Firehall #1 and #2 replacement/expansion	\$74M
	Firehall #8 replacement/expansion on option sites	\$27M
	Community policing centre	\$1M
Heritage	Heritage contribution	\$15M
<b>Total</b>		<b>\$1,701M</b>

## Public Benefits Descriptions

### Affordable Housing

Affordable Housing includes approximately 1,800 social housing units. For more information refer to 15.0 Community and Homes.

### Childcare

The cost estimate includes three 69-space childcare centres for children between 0-4 years of age. These are distributed across Sub-area 6B, Sub-area 6C and Sub-area 6D. There is also a plan to provide one 30-space childcare for children between 5-12 years of age within the community centre on Sub-area 6B.

### Civic facilities

Civic Facilities includes the relocation and expansion of Firehalls #1 and #2 along with the Vancouver Fire and Rescue Headquarters outside of Northeast False Creek. Also included are plans to relocate and expand Firehall #8 at Nelson Street and Beatty Street. Additionally, a community policing centre within the vicinity of the new park area is planned.

### Community facilities

The community facilities cost estimate includes a community centre, an ice rink, a covered plaza, and a music presentation centre located on Sub-area 6B. A cultural centre integrated with office space for both cultural and social non-profit organizations will be located on Sub-area 6D. Additionally, artist communal production space with storage to support artist social housing is to be provided. Offsite, there are plans to fund contributions to help preserve cultural presentation and production space located within Downtown Eastside.

### Flood protection

Flood protection includes cost estimates to construct barriers up to a required 4.8 m height to guard against sea level rise. This protects shoreline running along False Creek in the Plan.

### Heritage

The heritage cost estimate includes contributions to heritage retention.

### Parks and open space

Parks and open space includes delivering the new Creekside Park extension adjacent to Sub-area 6C, as well as the Dunsmuir Connection for people walking and on bikes, located next to Rogers Arena.

The Plan also includes the renewal of Andy Livingstone Park and the existing Creekside Park to be integrated with the new park space into one large waterfront park. An open plaza on Sub-area 6B is also planned along with public art contributions within the Plan.

### Transportation

Viaducts replacement includes cost estimates related to deconstructing the Dunsmuir and Georgia viaducts and replacing them with a new complete street network. The cost estimate includes relocation of third party utilities, some environmental remediation on land required for the street network, including amounts for cost escalation and contingency.

### Utilities

Relocating and expanding municipal and third party utility networks are required to service existing and proposed developments. Funding for this work is included in the viaducts replacement cost estimate.

Renewal/New

The overall cost for the Northeast False Creek PBS is estimated to be about \$1.7B and is comprised of about \$1.7B (~95%) New and about \$0.1B (~5%) Renewal. Considered to be the last remaining undeveloped area around False Creek, most of the amenities and infrastructure supporting this community will be new or require upgrades to support the new development and adjacent areas. The New capital investments include social housing, childcare facilities, new/redeveloped park space, recreational/social/cultural facilities, expansion of public safety facilities, and the replacement of the viaducts with an at-grade street network along with supporting infrastructure. The Renewal capital investments are limited to contributions towards replacing/relocating fire and rescue service facilities and contributions towards heritage preservation.

Local-/District-/City-/Regional Serving

The Public Benefits Strategy is also comprised of Local-(-\$0.1B), District-(-\$1.3B), and City-serving (-\$0.3B) amenities. Included in the City-serving portion is the cost for the viaducts replacement and associated benefits. These could be considered amenities which serve the broader region of the Lower Mainland as they support movement between other municipalities into, and out of, downtown Vancouver. However, for the purposes of this Plan, they have been classified as City-serving amenities.

Category	Local-Serving	District-Serving	City-Serving	Total
Affordable Housing		\$603M		\$603M
Childcare		\$30M		\$30M
Parks and Open Space	\$28M	\$223M		\$251M
Community Facilities	\$17M	\$177M		\$194M
Civic Facilities	\$34M	\$33M	\$35M	\$102M
Transportation		\$45M	\$224M	\$269M
Utilities			\$67M	\$67M
Environmental Remediation		\$150M	\$20M	\$170M
Heritage		\$15M		\$15M
Total	\$79M	\$1,276M	\$346M	\$1,701M
% of Total	5%	75%	20%	

Local-serving amenities are primarily delivery of a cultural centre, public safety expansion, and flood protection. The City-serving amenities are mainly those costs associated with the viaducts replacement, including viaducts deconstruction, replacement at-grade street network, associated utilities infrastructure, and required environmental remediation. The remaining amenities, and vast majority of public benefits, are considered District-serving as the existing area is largely undeveloped and will provide the surrounding communities with needed amenities and infrastructure.

Funding Strategy

The City anticipates that the Northeast False Creek Public Benefit Strategy will be funded through a combination of:

- Development-related revenues
- Sale or lease of City-owned lands in Northeast False Creek
- Senior government contributions, and other strategic partnerships.

This project involves partnerships between the City and major land developers, thus the delivery of the amenities will be dependent upon the timing and outcome of the respective agreements in each sub-area. Removal of the viaducts will be the first priority, as it will enable delivery of the new Creekside Park expansion, improve connections with nearby neighbourhoods through a replacement at-grade street network, and repurpose City lands and developer properties for future development including public amenities on-site.

City contributions are primarily funded from property taxes and utility fees that are generally used to renew existing amenities and infrastructure. The City contributions in the Northeast False Creek Plan are intended to primarily cover replacement of ageing fire services facilities which may no longer be optimally located, but not expansion or additional components of these facilities. There may also be City Contributions in the form of land sales and land leases that would be used to help deliver prioritized public benefits.

While the False Creek North Official Development Plan area is exempt from City-Wide Development Cost Levys (DCLs), Developer contributions, including Community Amenity Contributions (CACs) and conditions of rezoning, will be used to fund growth-related amenities and infrastructure. Locally-generated development revenues are generally used to first fund Local-serving amenities and then contribute towards District-, City-, and Regional-Serving amenities. Many of the investments contemplated over the life of the Public Benefit Strategy are District- and City-serving amenities and infrastructure. Development revenues as well as strategic partnerships will be needed to deliver these amenities and infrastructure over time.





# 19 IMPLEMENTATION AND MONITORING



## 19.0 IMPLEMENTATION AND MONITORING

### Introduction

The Northeast False Creek Plan will act as a framework for guiding new growth, development and public investment within Northeast False Creek. The Plan will be implemented over the next 20 years through development, partnerships and City initiatives.

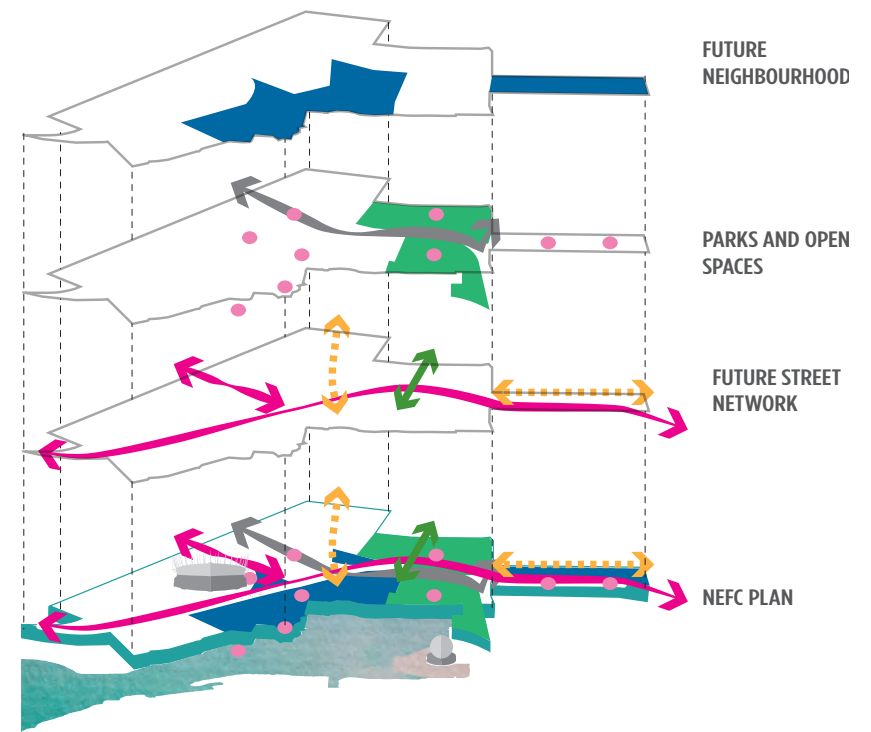
#### How the Plan will be implemented

This plan provides clarity on the appropriate character, scale and land use in Northeast False Creek. The policy identifies areas for growth, revitalization and change, and identifies strategies for providing new amenities, and renewing or expanding existing public facilities. The Northeast False Creek Plan will be designed to help guide future decision-making on a broad range of issues that are important to people living and working in the area. Following adoption of the Plan, a number of updates and amendments to the False Creek North Official Development Plan (ODP) will be undertaken to reflect the new plan.

#### Providing guidance on design

Further studies and plans will be developed following the adoption of the Plan that will provide additional direction in and around Northeast False Creek.

- Design Guidelines for Development Sites
- Development model for Sub-area 6D
- Northeast False Creek Public Space Framework
- Proposed Georgia and Dunsmuir Viaducts Replacement Strategy
- Waterfront Design Guidelines and Flood Protection Parameters
- Park Design Concept Report
- Parking and event traffic management strategies
- Health Impact Assessment for viaduct removal and construction of the replacement street network





## Rezoning and Development Applications

The False Creek North Official Development Plan requires all sites be rezoned prior to development. All rezoning applications will be required to meet the policies of the Northeast False Creek Plan. Each large site rezoning area (Sub-areas 6B, 6C, 6D and 10C) will include design guidelines that will shape future development on each site, including density, heights, form of development, sustainable building and site design, landscaping and land use.

The following strategies are required to be submitted for each development upon submission of a development permit application:

- Retail Curation Strategy that aligns with the Plan.
- Public Space Stewardship Strategy that identifies how ongoing management, maintenance, operations and enforcement aligns with the goals of the Plan.

For 898 Main Street, continue to work with the Hogan's Alley Working Group to establish the long term involvement and investment of the Black Community in the future life of the block through the exploration of a land trust, long term leases, or other arrangements as appropriate.

## Public Benefits

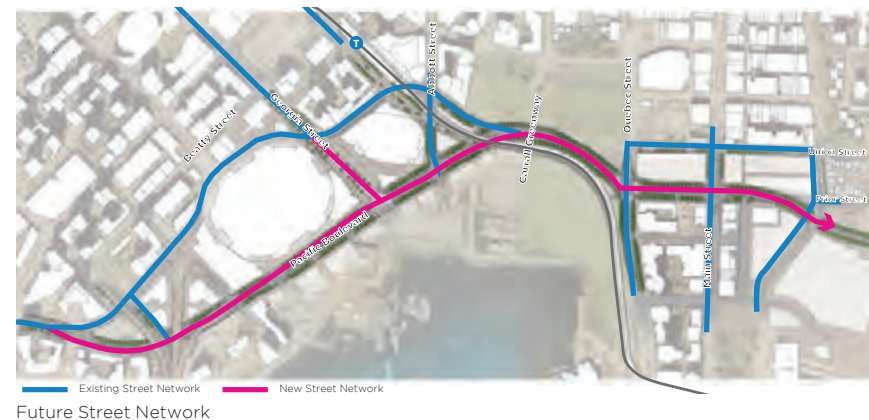
The Public Benefits Strategy will be delivered through rezoning applications within Northeast False Creek. The timing and delivery of public benefits in Northeast False Creek are dependent upon rezoning applications from landowners.

Amenities are delivered from a variety of sources using different tools. The City provides funds for childcare facilities, parks, community centres, libraries, cultural facilities, affordable housing, utility upgrades (water and sewer) and street improvements. Funding for public amenities comes through the coordinated allocation of funds from the following:

- Property taxes, utility fees and user fees
- Contributions related to development
  - » Development Cost Levies (DCLs)
  - » Community Amenity Contributions (CACs)
- Contributions from other levels of government and non profit partners.

## Constructing the New Street Network

Subject to approval of the Plan by City Council, designs associated with the infrastructure works to replace the Georgia and Dunsmuir viaducts will be finalized. This will lead to a procurement process for construction services. It is estimated that construction could commence as early as late 2018, subject to City Council approval and a viable financing strategy.



Phasing of this project will commence with utility relocations and other minor infrastructure changes to prepare for the demolition of the Georgia Viaduct and the construction of the new Georgia Street extension.

During this time, the most significant traffic implications are expected over a 12-month period. A comprehensive plan is in place to ensure that traffic is managed appropriately without significant impacts on surrounding neighbourhoods.

The total expected timeline for the construction project is 3 years.

In 2017, a Health Impact Assessment (HIA) was undertaken for the removal of the viaducts and the construction of the new street network. The HIA seeks to address the mitigation of negative impacts associated with the deconstruction of the Viaducts and the construction of the new street network. The HIA outlines how the construction phase may impact various determinants of health and proposes a mitigation strategy to address and minimize these impacts on nearby residents, business owners and other impacted stakeholder groups.

### Restrictive Covenant

The future alignment of Pacific Boulevard will slightly encroach on the southern edge of Andy Livingstone Park. The Plan proposes to offset this loss by closing Carrall Street between Expo Boulevard and Keefer Street, and converting this area to park. Overall, this results in a net gain of 0.3 acres to the overall park area.

Andy Livingstone Park is owned by the Province and permanently stores contaminated soils from the development of the former Expo '86 lands. Currently under a 999-year lease to the City, the park is under a restrictive covenant that limits the use of the land for park purposes and utilities. Upon registering the covenant in 1995, the surrounding development parcels were identified as beneficiaries. Now that the sites have been developed and stratified, there are approximately 1,100 beneficiaries to the covenant. Any changes to the covenant must either have their unanimous consent, or be ordered by the BC Supreme Court.

Before the new street network can be built, the False Creek Official Development Plan (ODP) must be amended and brought to City Council for approval. Only after the changes to the ODP have been approved, may the lease and restrictive covenant on Andy Livingstone Park be altered to allow for the new configuration of street and park. Temporary conditions will be in place to maintain the circulation and current uses in the park.

It is estimated that the changes to the restrictive covenant will be brought to the BC Supreme Court in 2018.

### Constructing new and renewed park spaces

The timing of the Park delivery is dependent on the timing of the buildout of the neighbourhood based upon a number of existing agreements related to environmental contamination between the landowners, the City and the Province. The detailed design of the Northeast False Creek Park will commence under new procurement services, subject to approval of the conceptual park plan by the Park Board, as well as approvals by required provincial and federal agencies, and the completion of legal agreements with landowners and the Province.

The construction of the new and renewed parks and open spaces in Northeast False Creek is linked to the construction of the new street network and the development of the adjacent parcels.

### Neighbourhood Energy

- Develop a low-carbon strategy for heating and hot water in Northeast False Creek and utilize a Neighbourhood Energy System where viable.
- Maximize energy recovery opportunities in Northeast False Creek, including the identification, assessment, and recovery of viable waste heat sources using a Neighbourhood Energy System.
- Undertake annual monitoring and reporting of the Northeast False Creek Neighbourhood Energy System to ensure low carbon performance.

### Signage and Lighting

- A holistic strategy for signage in the Events and Entertainment District will be developed.
- Further exploration is needed on the role of signage as part of this unique area of Vancouver.
- A lighting strategy is needed to plan for new programmable lighting within Northeast False Creek and how this lighting system connects with existing lighting in the downtown and the existing iconic lighting around False Creek (BC Place, Science World, Southeast False Creek Neighbourhood Energy Utility).

### Partnerships

Plan implementation will involve ongoing partnerships with community-based groups, current and future Business Improvement Associations, service agencies, residents and businesses in order to deliver amenities and to create a vibrant community.

### Monitoring and Evaluation

Ongoing monitoring and evaluation of the Northeast False Creek Plan is critical to its success, including the following:

- a post-occupancy survey completed by the developer is required 3 years after each building is occupied
- ongoing monitoring of social impacts in and around NEFC
- the status of community assets (Community Asset Management Program)
- the delivery of social housing in False Creek North
- social and cultural educational programs
- health initiatives
- progress on the Envision sustainable infrastructure rating.

## Acknowledgements

The Northeast False Creek Plan is the product of the tremendous dedication, hard work, and input from nearly all City departments, as well as an immense number of stakeholder and community organizations, elected officials, experts, and private sector leaders who contributed their time and energy to help shape this innovative Plan. This Plan would not have been possible without the help of over 17,500 residents who provided invaluable input, insights and ideas about Northeast False Creek at open houses, workshops, walking tours, meetings and online.

A specific thank you to the following:

### City Council Liaison

- Geoff Meggs (former City Councillor)

### Stewardship Group

- Michael Alexander
- Deborah Carlson
- Wayde Compton
- Janine de la Salle
- Bruce Haden
- Landon Hoyt
- Vincent Kwan
- Bob Laurie
- Patsy McMillan
- Ross McMillan
- Amy Nugent
- Anthonia Ogundele
- Ann Phelps
- Ericka Stephens-Rennie
- Sinead Stinson
- Henry Tom

### Park Design Advisory Group

- Michael Alexander
- Debra Barker
- Spencer Hamilton
- Maggie Ip
- Wendee Lang
- Ted Lee
- Joni Low
- Patsy McMillan
- Ann Phelps
- Anne Thompson
- Erin Udall

### Steering Committee

- Sadhu Johnston, City Manager
- Jerry Dobrovolny, General Manager, Engineering
- Gil Kelley, General Manager, Planning, Urban Design and Sustainability
- Bill Aujla, General Manager, Real Estate and Facilities Management
- Malcolm Bromley, General Manager, Park Board
- Francie Connell, Director of Legal Services and City Solicitor, Legal Department
- Patrice Impey, General Manager, Finance, Risk and Supply Chain Management
- Kathleen Llewellyn-Thomas, General Manager, Community Services

### Northeast False Creek

#### Project Office

- Kevin McNaney (Director)
- Jessica Couture
- Desta Zuffa

#### Planning

- Holly Sovdi
- Patricia St. Michel
- Zane Hill
- Sahisna Chitrakar
- Emory Davidge
- Cynthia Lau
- Caitlin Shultz
- John Freeman
- Tiffany Rutherford

#### Engineering

- Peter Cohen
- Megan Pate
- Jesse Wiebe
- Reid Coughlin
- Alan Kerstetter
- Devan Fitch

#### Parks

- Catarina Gomes
- Pascale Cometto
- Vivianne Harms
- Julia Lorimer
- Stewart McIntosh
- Sara Orchard

### City Staff

- Zoheb Ahmed
- Maria Bekiaris
- Abigail Bond
- Lisa Brideau
- Catherine Buckham
- Grace Cheng
- Natalie Coric
- Margot Davis
- Jerry Evans
- Eric Fredericksen
- Dan Garrison
- Andrea Gillman
- Michael Gordon
- Ginger Gosnell-Myers
- Jeff Greenberg
- Branslav Henselmann
- Heidi Horlacher
- Lihwen Hsu
- Dave Hutch
- Kristen Lambertson
- Tiina Mack
- Alexandre Man-Bourdon
- Sean Martinez
- Jennifer Mayberry
- Amanda McCuaig
- Cheryl Nelms
- Mark Pickersgill
- Alix Sales
- Michelle Schouls
- Brian Sears
- Antoinette Semenya
- Rena Soutar
- Sasha Van Stavel (Greenest City Scholar)
- Sandi Swanigan
- Godfrey Tait
- David Uyesugi
- Juliana Wong
- Mary Clare Zak
- Lon LaClaire
- Ross Kenny

And many other City staff across most departments.

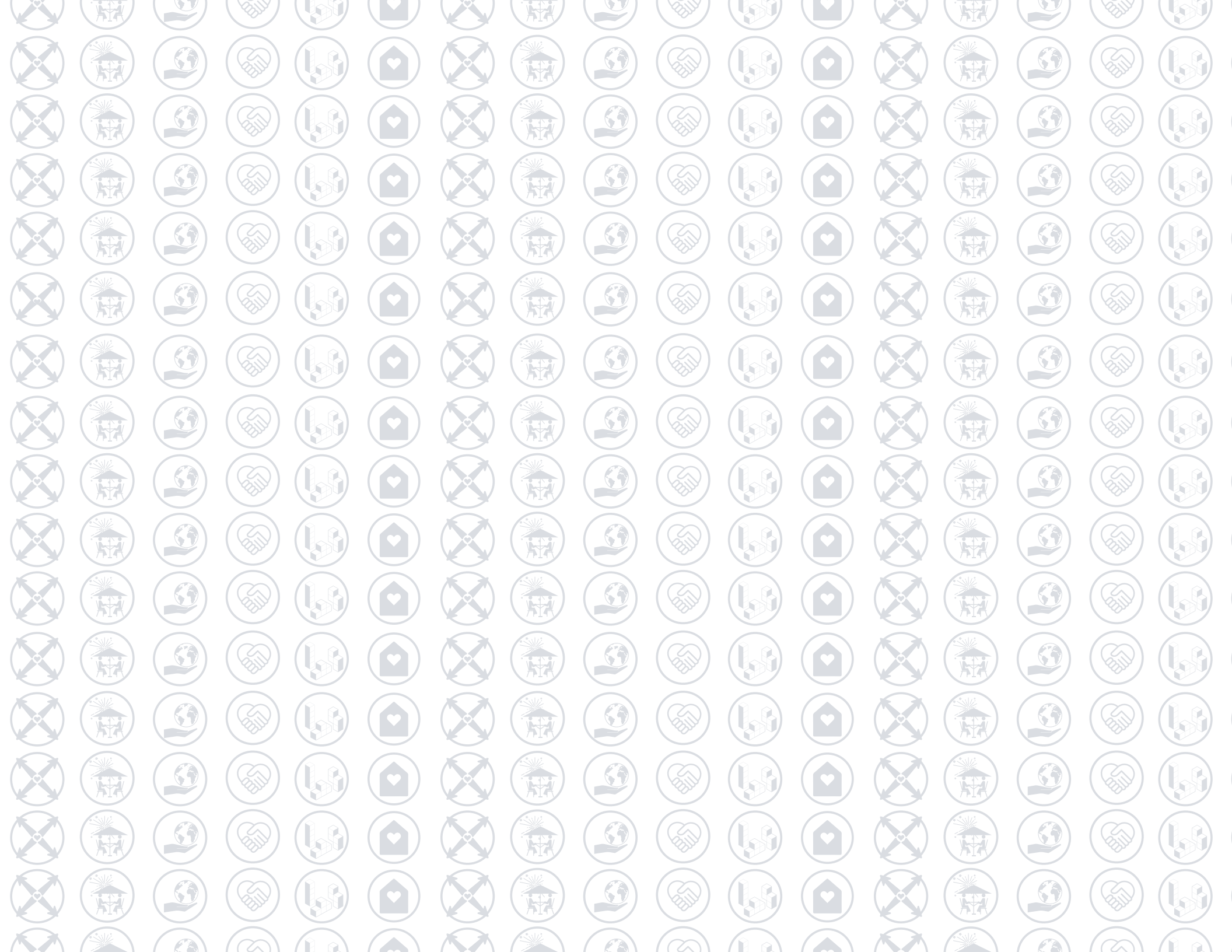


Community Groups,  
Stakeholders and Other  
Organizations

- BC Trucking Association
- Chinese Benevolent Association of Vancouver
- Chinatown Working Group
- City Studio
- Downtown Vancouver Business Improvement Association
- Dr. Sun Yat-Sen Classical Chinese Garden
- False Creek Resident's Association
- Hogan's Alley Working Group
- Hogan's Alley Society
- Science World
- Simon Fraser University
- Spikes on Bikes
- Tourism Vancouver
- TransLink
- University of British Columbia
- Vancouver Coastal Health
- Vancouver Lego Club
- Vancouver School Board
- Vancouver Skateboard Coalition
- Youth Collaborative for Chinatown

City Advisory Agencies,  
Boards and Committees

- Active Transportation Policy Council
- Chinatown Historic Area Planning Committee
- Civic Asset Naming Committee
- Cultural Communities Advisory Committee
- LGBTQ2+ Advisory Committee
- Persons with Disabilities Advisory Committee
- Public Art Committee
- Seniors' Advisory Committee
- Trans, Gender Diverse and Two-Spirit Inclusion Advisory Committee
- Transportation 2040 Advisory Committee
- Transportation 2040 Stakeholder Advisory Group
- Urban Aboriginal Peoples Advisory Committee
- Vancouver City Planning Commission
- Vancouver Chinatown Revitalization Committee
- Vancouver Fire and Rescue Services Advisory Committee
- Vancouver Heritage Commission
- Women's Advisory Committee





---

[vancouver.ca/nafc](http://vancouver.ca/nafc)

Printed January 2018



# GENERAL POLICY FOR HIGHER BUILDINGS

Note: Deleted text is '~~struck-through~~' and new text is in **bold**.

*Adopted by City Council on May 6, 1997  
Amended February 1, 2011*

## Application and Intent

These guidelines are to be used in conjunction with all applicable Official Development Plans for buildings seeking approval for significant additional height above current zoning and policy, or for those entering into the Queen Elizabeth View Corridor. The intent of these guidelines is to mark the prominence of the Central Business District in our downtown skyline, while also providing opportunities for strategically placed height at two prominent bridge "gateways" to mark the entry into downtown from the Burrard and Granville Bridges.

## General Policy for Higher Buildings

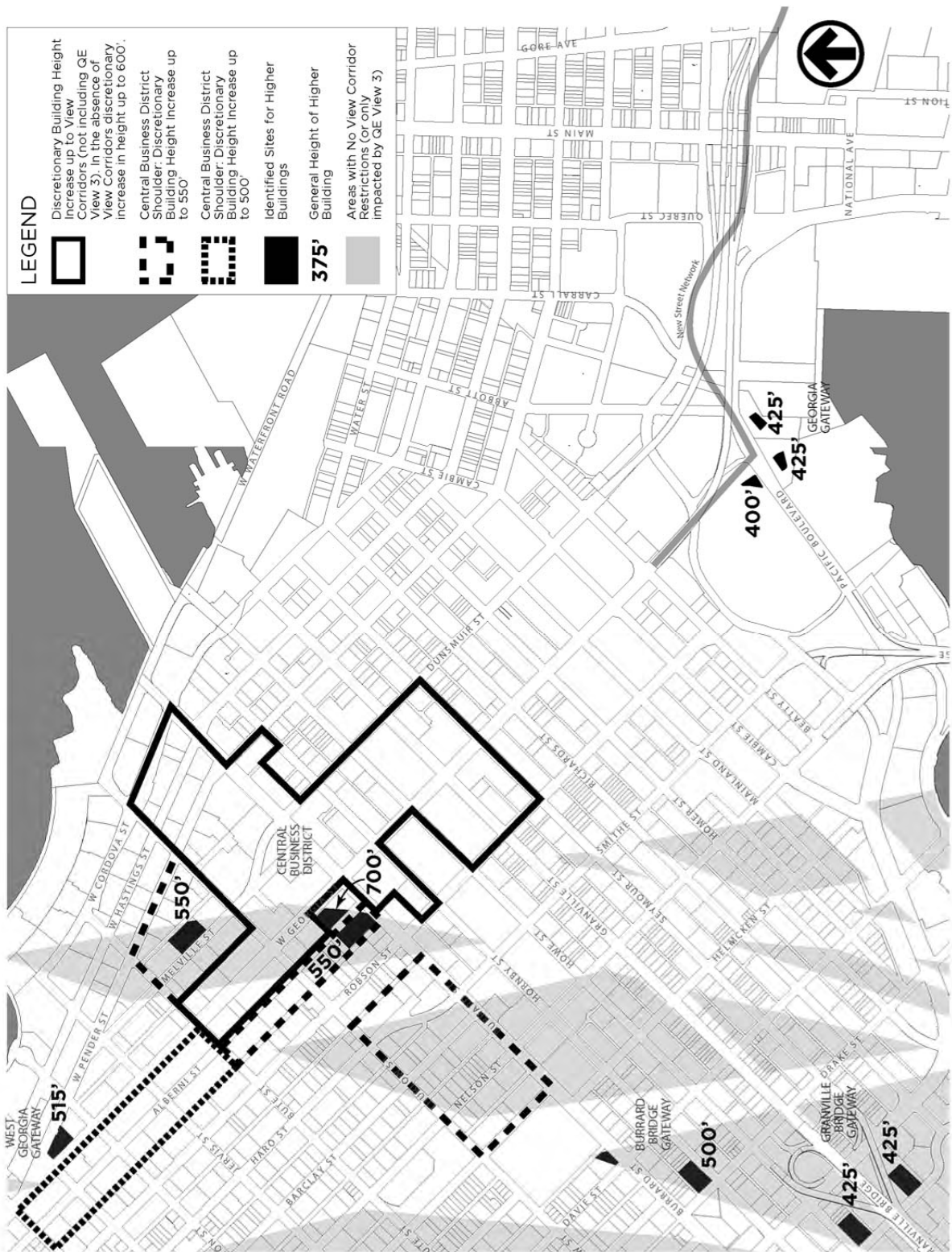
The following should be considered when reviewing proposals for Higher Buildings (i.e. those which significantly exceed current height limits and/or enter into the Queen Elizabeth View Corridor):

- Higher Buildings will only be permitted within the areas identified below in Figure 1;
- The tallest buildings ( i.e. ~ 550-700') should be located within the Central Business District with the tallest buildings (i.e. ~ 700') located on one of Vancouver's three primary streets: West Georgia, Burrard and Granville;
- Secondary heights may be considered for buildings at the Granville and Burrard Bridgeheads with a single prominent tower (~ 500') in axial alignment with the Burrard Bridge, ~~and~~ two towers framing the Granville Bridge Gateway (~ 425') **and three towers framing the Georgia Gateway (~400' - 425')**;
- All other application for additional height at these two bridgehead locations should be analyzed to ensure that the experiential intent of these gateways is maintained;
- All Higher Buildings must establish a significant and recognizable new benchmark for architectural creativity and excellence, while making a significant contribution to the beauty and visual power of the city's skyline;
- Higher buildings should demonstrate leadership and advances in sustainable design and energy consumption and as a result must be subjected, not only to current review requirements, but also to review by a Council appointed panel including respected community leaders, notable local design experts, and leaders in sustainable design;
- All Higher Buildings must significantly demonstrate and advance the city's objective for carbon neutrality for new buildings with a stated objective to achieve a 40-50% reduction in energy consumption from 2010 levels;
- An enhanced review for buildings with a proposed height of 550' or more as well as for the Granville Bridge Gateway buildings (~ 425'), **Georgia Gateway (two tallest towers on the waterside of Pacific only)** and the land mark building in axial

alignment with the Burrard Bridge (~ 500') will include two international design experts joining the panel in addition to the two local experts. There will be special public engagement, such as a public forum, or guest lecture, should be held featuring the guest panel members and experts to expand public discussion and education around architectural excellence and green design in Vancouver.

In addition, all Higher Buildings should be considered with careful effort to provide a lasting and meaningful public legacy to Vancouver and should include careful consideration of the following:

- The buildings should achieve community benefits (i.e. as a recipient site for density transfers; retention of important heritage components; provision of significant cultural or social facilities; or provision of low cost housing);
- The development should not involve the demolition of a Class 'A' heritage building;
- The building should include activities and uses of community significance such as public observation decks or other public amenity;
- The development should provide on-site open space that represents a significant contribution to the downtown network of green and plaza space;
- The building should not contribute to adverse microclimate effects;
- Careful consideration should be given to minimize adverse shadowing and view impacts on public realm including key streets, parks and plazas, as well as neighbouring buildings;
- Signage on the buildings should not be located at a height which exceeds the building's current height limit.





### *Viaducts Replacement Project - Overall Scope*

On December 14<sup>th</sup>, 2016, Council approved the contract award to WSP Canada Inc. for the 'Detailed Design of Roads and Utilities in NEFC' (refer RTS11662). This significant, multi-disciplinary engineering consultancy has progressed all infrastructure designs (ranging from 20-30% complete) to its current 90% completion. Through a number of technical analysis, studies and overall design refinement, and supported by independent advisors, a number of project elements have now been confirmed and/or improved since the 2015 Council Report. Procurement-ready drawings can be ready by mid-2018 (subject to the necessary approvals and agreements being in place that are separate/independent from the design process).

The scope and scale of the Viaducts Replacement Project, estimated at \$360 million, is the largest infrastructure project to be delivered by the City in recent decades. While individual scope elements and site conditions/constraints individually are not overly complex, the coordination and management of all of these moving pieces within an inner-urban context increases the difficulty of the project.

A summary of the major scope elements is provided in the following sections.

#### C.1 Structures Scope Update

The viaducts have not been seismically upgraded since they were originally constructed and are at risk of collapse during a moderate seismic event. Three scenarios have been further investigated since the 2015 Council Report:

1. Seismically upgrade the existing structures;
2. Replace with new structures; and
3. Replace with an alternate street configuration.

Detailed seismic assessment of the viaducts since the 2015 Council report further identifies the seismic deficiencies in the viaducts and the necessary retrofit requirements to upgrade the viaducts. The capital cost to retain the viaducts is estimated to be \$90 million to seismically upgrade the viaducts to the current code standard and enable them to function during a major earthquake. The study noted that the viaducts cannot be upgraded to the highest seismic standard in the code (known as a 'Lifeline' seismic classification) and the retrofit would extend the service life by 50 years.

With the significant cost to upgrade the structures, the capital cost to replace the viaducts, as a comparison, was investigated and is estimated to be \$120 million. As replacement of the viaducts allows for a higher level of seismic performance and a potential design life of 100 years, replacement is considered more economically viable than seismically upgrading the existing structures. Both options to either upgrade the existing structures or replace with new structures require funding from the capital plan and do not address the guiding principles of the area plan. As the viaducts do not provide a direct pedestrian link between downtown and the False Creek waterfront, a capital upgrade to provide this link is estimated to cost \$15 million (the Georgia Steps).

An alternate, seismically resilient street network configuration can also be considered as a replacement to the existing viaducts. A shortened Lifeline structure is required to overcome the elevation difference between downtown and NEFC. Once at-grade, a seismically-resilient street (with similar Lifeline performance requirements) can connect this Lifeline structure with Gore Avenue and covers the same extents as the existing viaducts. This seismically-resilient link can be created by a portion of the proposed new street network in NEFC: the Georgia Street Extension and Pacific Boulevard/Prior Street between Georgia Street and Gore Avenue. The capital cost for this portion of the new street network is estimated to be \$120 million, funded by the NEFC Public Benefit Strategy. There are a number of street and network opportunities within NEFC, in addition to this seismically-resilient link and this is further detailed in Section C.2.

A comparison summary between these options is provided in the following table. It should be noted that the values identified in the table only represent the minimum scope required to upgrade or replace the existing viaduct structures with a link between Beatty Street and Gore Avenue. These costs do not include any additional street or network upgrade opportunities to support NEFC (including third party opportunities).

	Upgrade to Existing Viaducts	Replace Existing Viaducts with New Viaducts	Replace Existing Viaducts with Alternate Street Configuration
<b>Estimated Project Cost</b>	\$90 Million	\$120 Million	\$120 Million
<b>Bridge Seismic Classification Achieved</b>	Major Route	Lifeline	Lifeline
<b>Approximate Asset Service Life</b>	50 years	100 years	100 years
<b>Funding Source</b>	City Capital	City Capital	NEFC Public Benefits Strategy
<b>City Staff Commentary</b>	Not recommended given significant allocation required in Capital plan that would only provide limited upgrade and asset life potential	Not recommended given significant allocation required in Capital plan (however is the backup solution if new street network not approved)	Recommended solution to appropriately remove seismically-vulnerable infrastructure and support NEFC Area Plan

## C.2 Streets and Transportation Scope Update

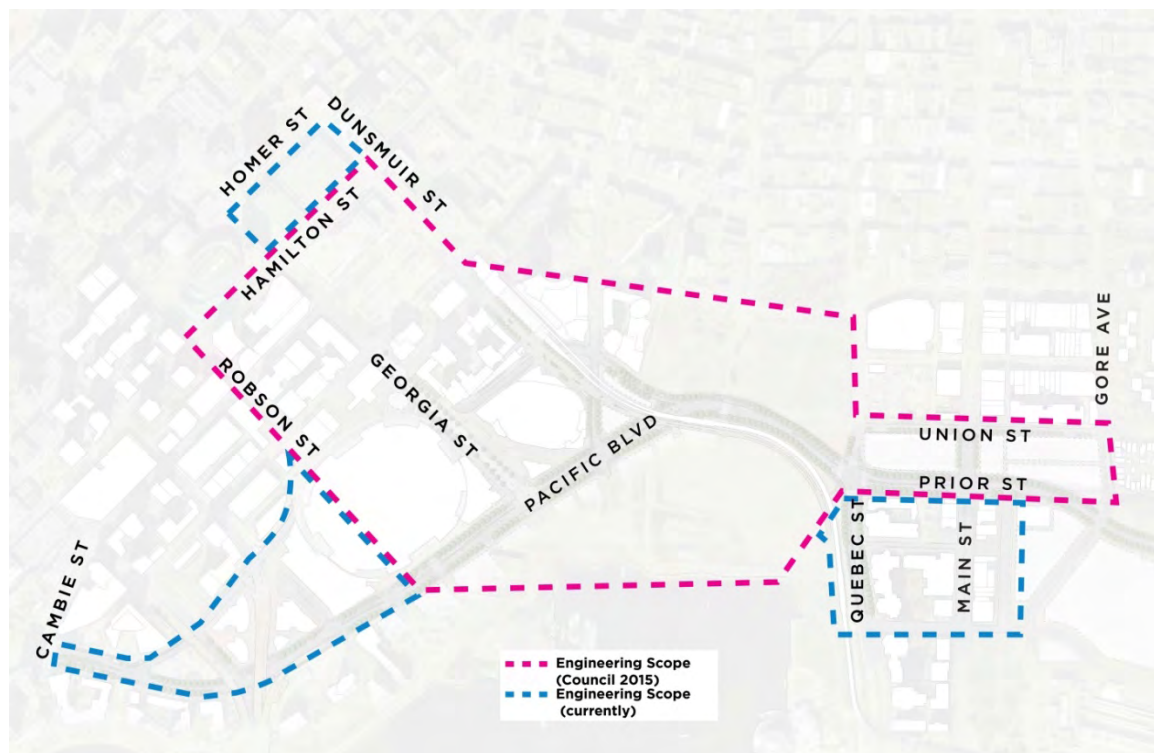
The 2015 Council Report focused primarily on the necessary transportation requirements to replace the Georgia and Dunsmuir viaducts based on the project assumptions at the time. Notably, since 2015, Sub-area 6B (owned by Canadian Metropolitan Properties) is now considered and coordinated with the Viaducts Replacement Project. The inclusion of this large development site, along with Sub-

areas 6C, 6D and 10C, required City staff to review the infrastructure requirements for this future neighbourhood projected to have 10,000-12,000 new residents and 6,000-8,000 new jobs – as per the NEFC Plan.

Additional changes have also occurred since the 2015 Council Report and this includes:

- Two-waying of new Pacific Boulevard (between Cambie and new Georgia Street extension) to improve vehicle circulation through NEFC;
- Coordinating infrastructure designs for NEFC with the future St Paul's Hospital site; and
- Extending the downtown scope for Georgia Street and Dunsmuir Street to Homer Street to better integrate the existing Georgia Street and Dunsmuir Street with the proposed street network.

The figure below compares the 2015 Council Report study area and the current study area that supports the future NEFC neighbourhood. Note that this additional area equates to approximately a 40% increase in the project study area.



### *Replacement Street Network*

The replacement of the Georgia and Dunsmuir viaducts requires almost 8km of modified or new streets to create a more connected and resilient transportation network. The two primary streets that form that backbone of the replacement street network are:



- **Georgia Street** (Vancouver's ceremonial street) is proposed to be straightened to the east of Beatty Street through the construction of a new structure to overcome the elevation difference between Downtown and NEFC. This new structure, the 'Georgia Street extension', will be aligned between BC Place and Rogers Arena and will be a direct connection between the existing intersections at Beatty Street/Georgia Street and Pacific Boulevard/Griffiths Way. At a maximum gradient of 5%; the inclusion of street trees and enhanced public realm; and it being integrated with the concourses of both stadia, the new Georgia Ramp will look and feel like an at-grade street while also meeting the City's accessibility requirements.
- **Pacific Boulevard** forms the backbone of the future NEFC neighbourhood. Through the 'Great Streets' design principles this will be seen as the grand boulevard that caters for all transportation modes as they travel through and/or visit NEFC. As stated previously, the two-waying of Pacific Boulevard will now be between Cambie Street and Quebec (with further continuation eastwards via the new Prior Street). It should be noted that Pacific Boulevard is required to be lifted in elevation, locally, by approximately 1.5m to meet the eastern terminus of the Georgia Street extension to ensure accessibility requirements can be maintained throughout the proposed NEFC street network.

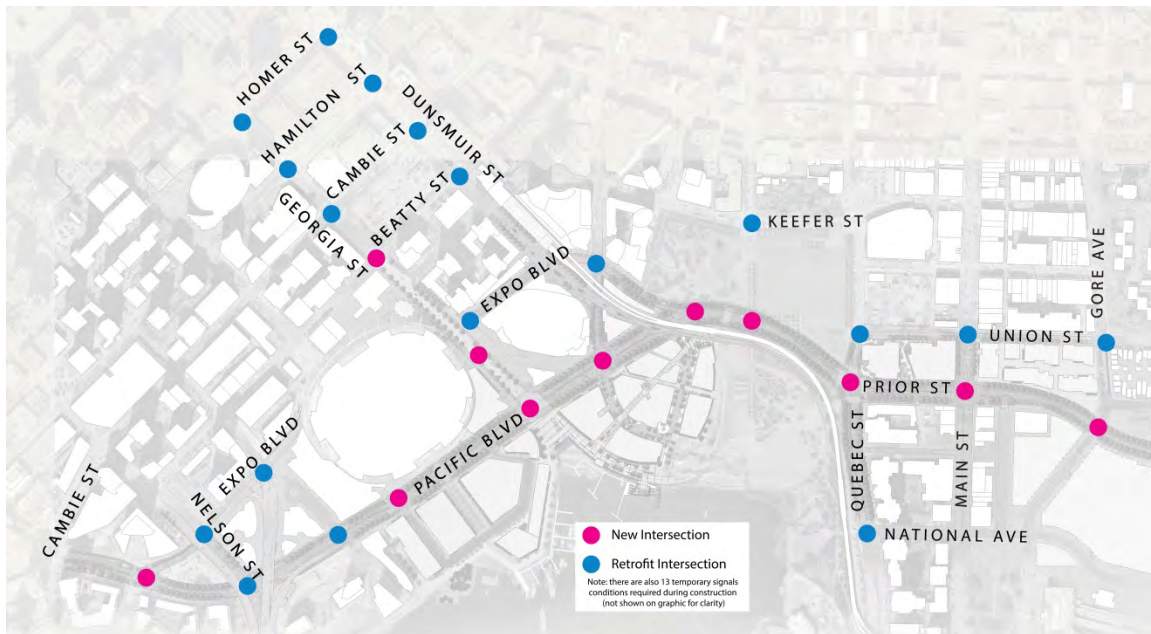
There are a number of other streets that also require modifications to support the replacement street network and these are summarised in the figure below. All streets will be two-way for traffic (except Expo Boulevard which be retained as westbound-only) and will meet or exceed the City's design standards for universal design and complete streets.



### *Traffic Signals*

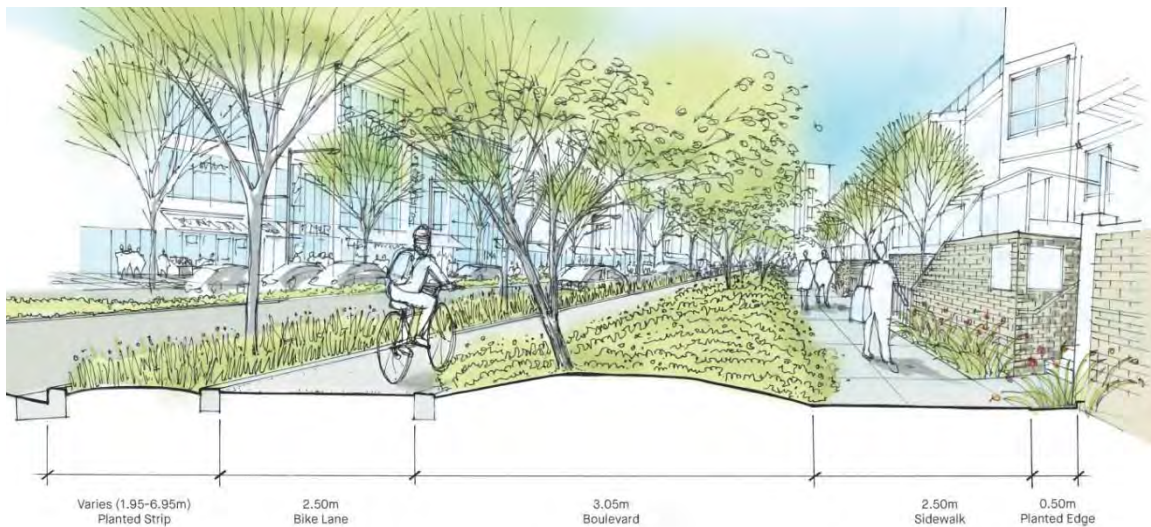
Creation of the new network will entail a significant amount of electrical and signal work. This will include both signal modification, and installation of new signals to the network. Overall the project will be responsible for retrofitting (modifying existing

signals) and the new installation of approximately 40 traffic signals for the entire area. In addition, signals will be installed with data cable to allow for future coordination with adjacent intersections to promote additional efficiency of the network in the future.



#### *Update on Prior Street Design (Quebec to Gore)*

In the 2015 Council Report it was identified that City staff will need to continue working with the residents of Prior Street between Quebec Street and Gore Avenue. This is because the new street network will require change to these two blocks of Prior Street given that they are local streets today (1 lane in each direction) and are proposed to be upgraded to an arterial status (with 2 lanes in each direction). City staff have continued to work with these residents to ensure a significant and naturalised setback is maintained for improved livability for residents and those walking or cycling through the area. The figure below provides an illustration of the proposed minimum 10.5m setback detail that provides opportunities for an enhanced greenspace buffer as identified following a balancing of resident feedback.



### *Streetscape Design Principles*

In conjunction with the increased project site area, feedback through the public engagement process asked for the City to ensure that the streetscape design for the new street network to focus on the human-scale and pedestrian comfort. People were concerned that the viaducts would be replaced a new highway built on the ground creating a similar barrier.

To define an appropriate streetscape design, input was incorporated from stakeholders and the broader public during the early detailed design process to develop a set of nine principles for designing streets within the NEFC street network. These goals, defined further below, were continually adopted and improved as the detailed design was refined.

1. **ACCESSIBLE:** Streets should be accessible for people of all ages and abilities. Each street should balance a mix of movement and gathering, providing opportunities for safe, comfortable and enjoyable options to rest, celebrate and get around. The replacement street network will also support the essential movement of goods to, from, and through the downtown, including for major events at both stadia, recognizing that this area provides one of the critical and vital connections to and from the downtown.
2. **PERMEABLE/CONNECTIVITY:** Streets should be designed to provide clear, legible and identifiable connections between neighbourhoods, parks, and the waterfront. Development adjacent to streets should also include well designed frontages that enhance pedestrian access and visual interest.
3. **SAFE AND INCLUSIVE STREETS FOR EVERYONE:** Street design should promote safety and be inclusive for all people within or moving through Northeast False Creek over the 24- hour day.



4. **ENVIRONMENTAL SUSTAINABILITY:** Streets should incorporate sustainable design elements such as green stormwater infrastructure and intelligent lighting systems. Streets should also incorporate large, healthy street trees to convert carbon dioxide to oxygen, thereby acting as the 'lungs' for the city.
5. **ADAPTABLE AND RESILIENT:** Streets should be designed to accommodate future changes to infrastructure, transportation options for a different street use (e.g. future streetcar), seismic considerations and rising sea levels.
6. **INTEGRATED UTILITIES:** Utilities will be located underneath the future street alignment. Where utilities are on or above the ground (kiosks, manholes, light poles, etc.) they will be designed to integrate into the street design elements and limit impacts on key views.
7. **EXPERIENCE AND PLACE-MAKING** Street design should reflect the day-time and night-time uses that line the edges and help to create a sense of place amongst a series of interconnected spaces. Streets should be designed to allow for temporal event activation and pop-up destinations. Important and memorable views will be protected and enhanced through the design and axis of the street, and where possible, help emphasize special places (e.g. protecting the Georgia Street - street end view to Science World).
8. **CHARACTER:** Public and private space design should define the character and in some cases, the history of each street with interesting and unique active 'edges', quality materials, lighting, and art. Street trees and landscape should also reinforce the character and experience of the street (e.g. Pacific Boulevard should have grand unifying street tree that will, in time, form a green canopy and contribute to a 'great street' experience).
9. **PUBLIC LIFE:** Public life, created by people's daily activity outside of their homes, workplaces and cars, keeps us connected to others by offering a range of ways to interact, observe and build community ties. Collective participation in the shared spaces of the city should be measured to improve the quality and quantity of public life over time. It helps to create a healthy, liveable and enjoyable city.

The idea to invest in and celebrate specific 'Great Streets' emerged as a priority of preliminary planning work done for the NEFC area in 2016. 'Great Streets' are those streets that people gravitate to because of their scale, character, and uniqueness. They are places to watch people, stay a while, and participate in urban life. They are also physically comfortable, safe and use high quality materials.

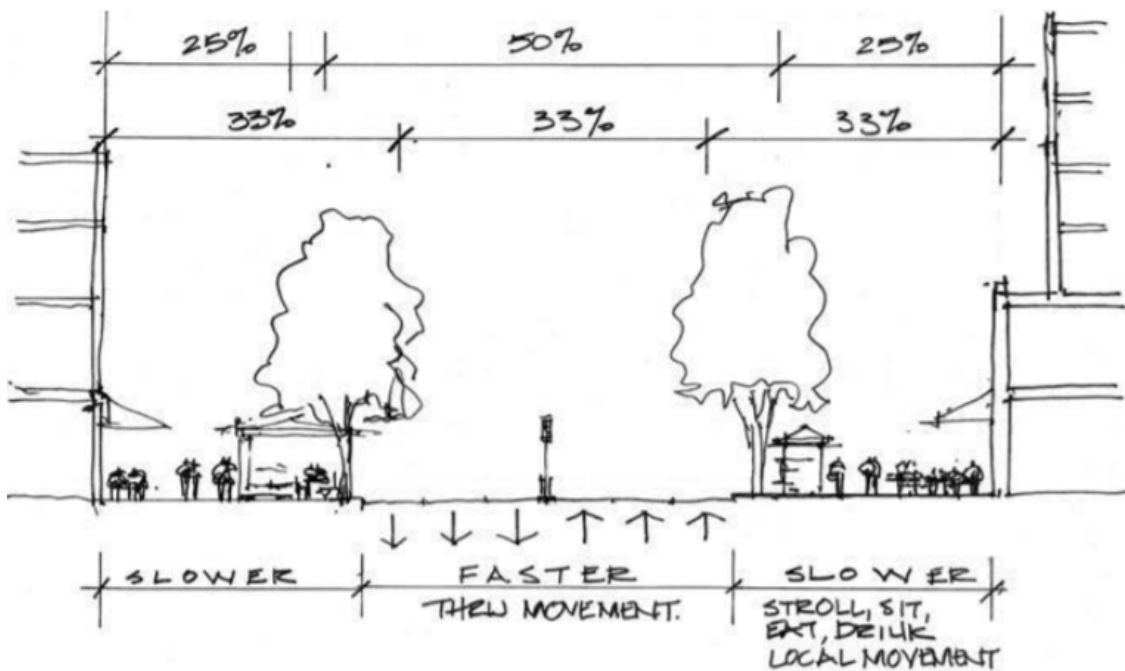
Around the world, great city-serving arterial streets reflect a set of similar attributes. Proportionally, these streets typically dedicate as much space overall to pedestrians and slower movement on side boulevards as to the faster vehicular through-movement in the centre of the street. These slow movement side boulevards are defined by large legacy scale trees that structure the space of the street, create a sense of security and comfort, and establish a unifying character.



Omotesando, Tokyo

Pacific Boulevard and Georgia Street have been identified as Great Streets because of their prominence within the Vancouver street network as well as their unique potential to activate and stitch together public life in NEFC. While the intent is all streets within the network be 'great,' the designation Great Street applies to those streets that can act on their own as public spaces, elevate the energy of the city, and are capable of standing next to other streets known globally for the quality of their streetlife.

With thoughtful streetscape design and planning combined with adequate investment in materials, while considering universal design and maintainability, Georgia Street and Pacific Boulevard can become new focal points of the city. These streets will build upon the city's public life by stimulating and stitching together the last piece of False Creek waterfront with the city's downtown core.



### *Transportation Mode Share*

Overall, Downtown Vancouver has grown significantly over the last 15 years, resulting in a 75% increase in population and a 26% increase in employment. Although total trips into the downtown area have increased by 15%, vehicle trips entering the downtown have actually declined by 15%. Census data shows that most of the new commuter trips into Downtown over the past 15 years were by transit, walking and cycling.

Specifically within NEFC, data collected in 2011 as part of the National Household Survey identified that more than half of the existing ~6,300 residents already walk, bike or take transit to work.

- Walking: NEFC has one of the highest walk to work mode share of any community in the city at 34%. Only 36% of residents travel to work by car (compared to 48% citywide). The proposed pedestrian network will provide smooth, wide (downtown standard width) sidewalk surfaces for universal access, while including large awnings for weather protection, distinct lighting, active building frontages and a robust environment for people walking. This network will provide enhanced connectivity to downtown and the adjacent NEFC communities, while ensuring safety at intersections by providing protected crossing movements against large vehicle volume movements
- Cycling: Key cycling routes in NEFC include the Seaside Greenway, Dunsmuir Viaduct, Carrall Street Greenway, Beatty Street and Cambie Bridge. The Seaside Greenway is a popular recreational cycling route for residents and visitors alike. The current cycling network in NEFC sees upwards of 7,000 cyclists per day past Science World and 4,000 cyclists per day on the



Union/Adanac bikeway. We expect this volume to reach 10,000 cyclists per day over the Dunsmuir Connector into the Downtown after construction. The viaducts replacement network includes the following proposed improvements:

- Replacing painted bike lanes on Pacific, Expo, and Quebec with protected bike lanes
  - Installing protected bike lanes on new Pacific Boulevard that connect to Expo and the Dunsmuir Connector
  - Creating a new path for people commuting by bike between the seawall and Quebec so the seawall gets used more by people biking recreationally
  - Improving bike route connections to the Quebec/Ontario bikeway, seawall, and Carrall Street
- Transit: NEFC has frequent rapid transit service via the Stadium-Chinatown and Main Street-Science World SkyTrain stations. This rapid transit service connects the region to the downtown, and the Entertainment District. The journey to work mode share for transit is 25% (compared to 30% citywide). Transit helps enhance walkability, especially for seniors. The proposed replacement street network's increased connections and expanded two-way streets create opportunities for more direct, intuitive bus routes to serve the area and surrounding communities, and a potential future streetcar. The network's wider sidewalks with space for larger trees will encourage people to walk more, including to bus stops and SkyTrain stations.

### *Traffic Volumes*

The new network will accommodate 100% of today's traffic and is better suited to accommodate future traffic demand as a result of new developments in the area, and any regional growth. The proposed street network will also provide increased efficiency and better connections between streets. This in turn will trigger a shift in vehicle volumes throughout the network. For specific areas, the traffic modeling indicates slight reductions of overall vehicle volumes. The following table provides specific information relating to the current and anticipated 24 hours volumes at five locations across NEFC.

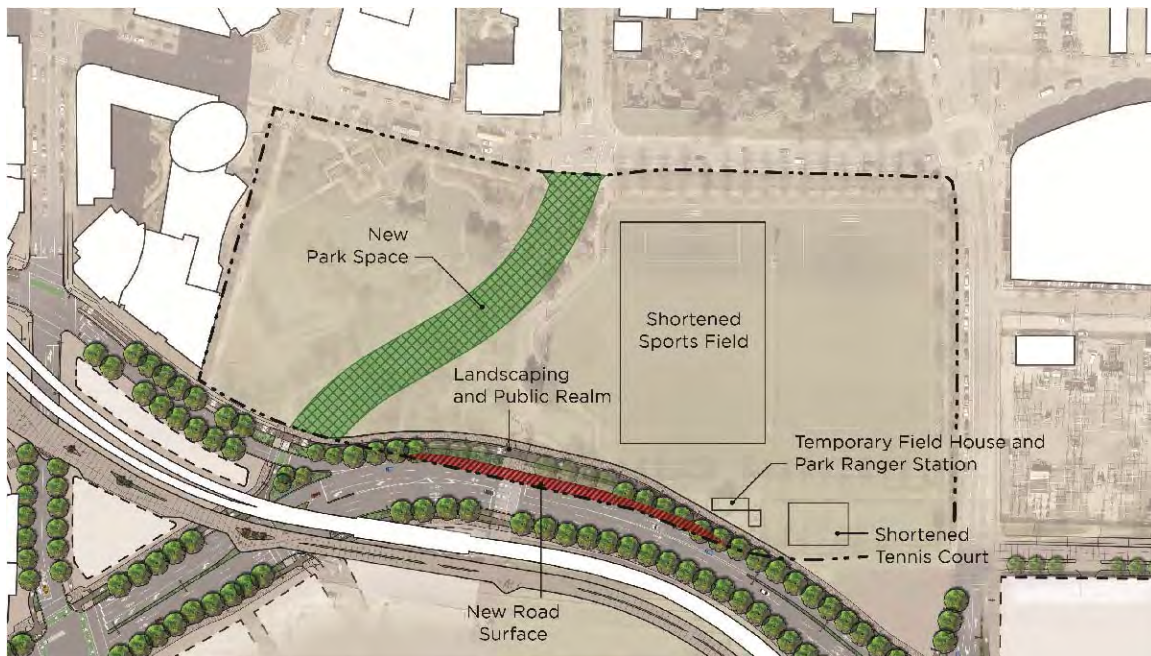
Location	Current 24 hr Volume (2015)	Projected 24 hr Volume (2045)	Change
Prior St (between Gore and Jackson)	29,200 vehicles	30,600 vehicles	+4.8%
Cambie Bridge	61,500 vehicles	70,000 vehicles	+13.7%
Abbott St (between Pacific and Expo)	3,900 vehicles	3,300 vehicles	-15.4%
Quebec St (between Pacific and National)	27,200 vehicles	25,400 vehicles	-6.6%
Main St (between Union and Pender)	13,300 vehicles	14,300 vehicles	+7.5%

*Modifications to Andy Livingstone Park due to New Street Alignment*

The future alignment of Pacific Boulevard will slightly encroach on the southern edge of Andy Livingstone Park. The NEFC Plan proposes to offset this loss by closing Carrall Street to vehicle traffic between Expo Boulevard and Keefer Street. This section of Carrall Street will be converted to park area with a realigned cycling and pedestrian connection to the waterfront. This would result in a single contiguous park, with an overall net gain of 0.3 acres.

Andy Livingstone Park is owned by the Province, leased to the City, and permanently stores contaminated soils from the development of the former Expo 86 lands. The park lands are subject to a restrictive covenant that limits the use of the land for park purposes and utilities. Upon registering the covenant in 1995, development parcels surrounding the park were identified as beneficiaries. There are now approximately 1,100 beneficiaries to the covenant, following the development and stratification of these sites. Any changes to the covenant must either have their consent, or be ordered by the BC Supreme Court. Before the new street network can be built, the False Creek North Official Development Plan (ODP) must firstly be amended. These amendments will be brought forward as part of a future Council Report pending Council's approval of the NEFC Plan.

The future renewal of Andy Livingstone Park will establish the single, larger contiguous park. However these construction works within the park will likely be after the completion of the new street network. In order to mitigate the impacts following the completion of the infrastructure construction, temporary park facilities will be maintained, such as the off-leash dog park, sport fields, park ranger station, field house and tennis courts. These temporary facilities will remain in place until construction and completion of the renewed Andy Livingstone Park.



### C.3 Utilities Scope Update

Utility relocations, upgrades and expansions are essential to service existing and proposed developments and civic facilities in NEFC. Since the 2015 Council Report, the design of municipal and third party utility networks has progressed significantly from preliminary design through conceptual design to detailed design. The design has been coordinated with other disciplines to effectively locate utilities within the proposed street network, preventing conflicts on the surface, and allowing for safe and efficient future maintenance and operation.

Due to NEFC's close proximity and connection to the Downtown, and the anticipated demand increase for utility servicing, utility corridors in new Pacific Boulevard and up the Georgia Street extension are desirable. City staff are working with 13 third party and 6 municipal utilities to plan and design for infrastructure to and through the area. An overview of the types of utilities included in the detailed design for NEFC follows:

#### *Water Mains:*

- Installation of 1.7km of water main
- Restrained joint pipe will be used to minimize risk of failure during and maintain fire protection following a seismic event. The new main will also be connected into the City's "hardened grid", a system of seismically resilient water mains.

#### *Gravity Sewers:*

- Installation of 1.3km of sanitary sewer and 1.8km of storm sewer



- Full separation of sanitary and storm sewers in accordance with the Provincial requirements
- Larger diameter storm sewers and outfall to False Creek selected to minimize flooding now and in the future, when climate change is anticipated to cause an increase in the intensity and frequency of rainfall and the water levels in False Creek.
- Restrained joint pipe and installation within the resilient roadway, where possible, will improve the sanitary and storm sewer resiliency during a seismic event.

*Sanitary Force Main:*

- Installation of a new 1.3km sanitary force main to provide a secondary route for sewage out of the Nelson Pump Station to the Metro Vancouver system. This will allow for more efficient maintenance on the existing force main under the Cambie Bridge in False Creek.
- Restrained joint pipe will be used to improve seismic resiliency of the pressurized sewer system and will consequently minimize the risk of sewage entering False Creek following an earthquake.

*Green Stormwater Infrastructure:*

- Installation of a custom-designed soil system in the boulevard areas along new Pacific Boulevard to filter storm water runoff and improve water quality before discharge into False Creek.
- Installation of two rain gardens to provide storage for storm water, provide water quality treatment and be a demonstration of modern storm water management practices.

*District Energy:*

- Installation of a hot-water based system to service the proposed development site with energy for heating and cooling and hot water.

*Electricity:*

- Existing BC Hydro transmission line servicing Downtown Vancouver to remain and be protected in place
- Installation of new BC Hydro distribution infrastructure to service development and the new traffic signals and street lighting
- Installation of electrical ports for use by future events and street activities such as food carts.

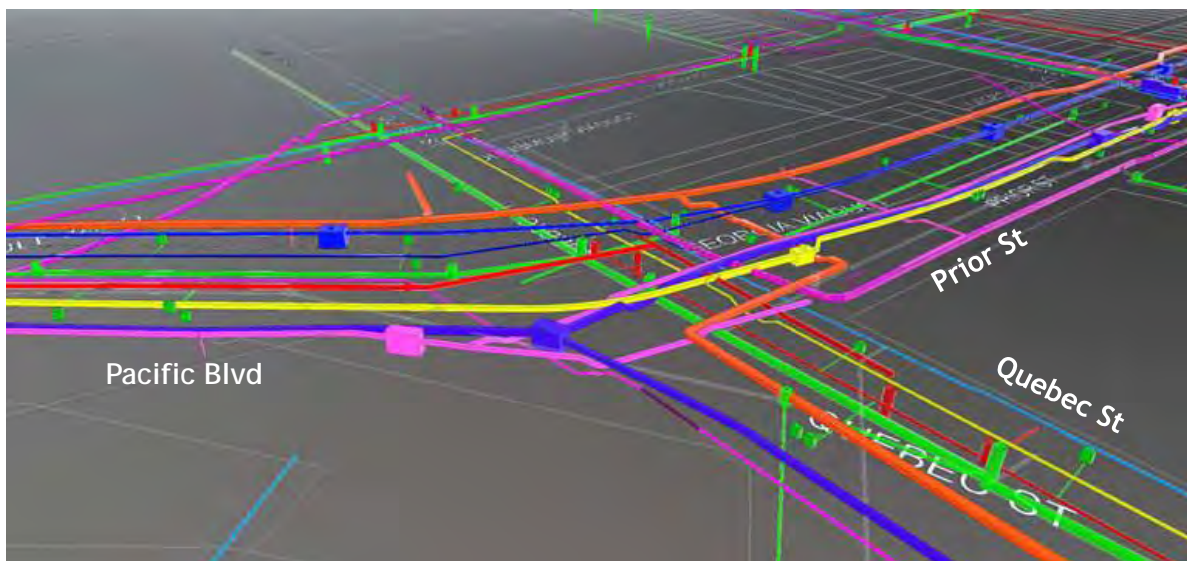
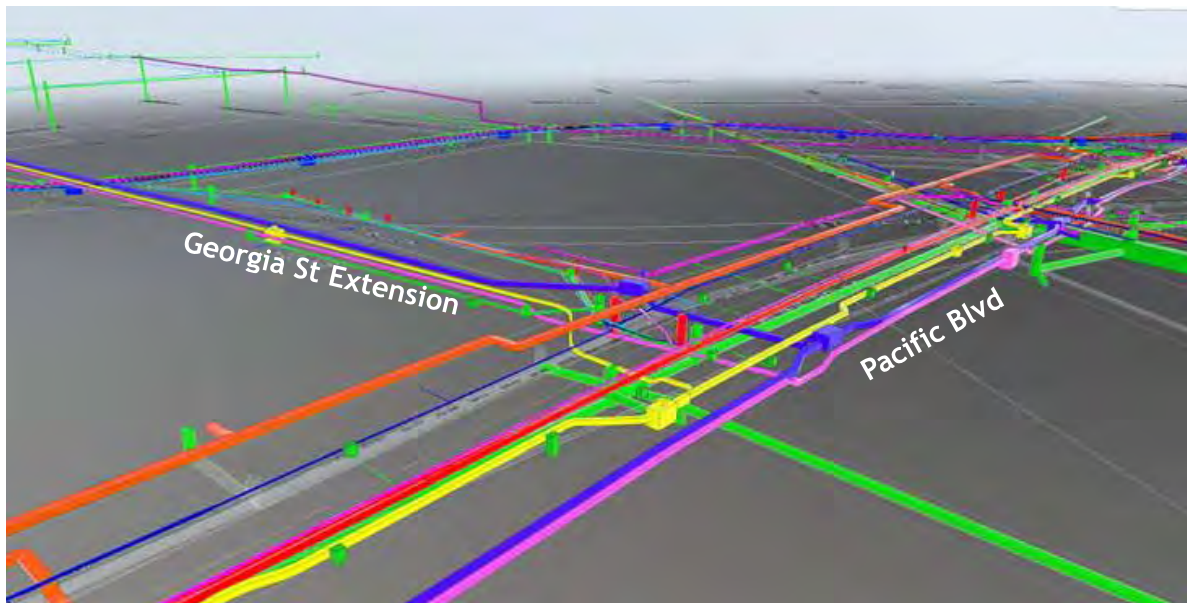
*Natural Gas:*

- Installation of an upgrade natural gas line to service the new developments, specifically the proposed ground floor restaurants, and to increase supply into the downtown.

*Telecommunications:*

- Installation of public and private owned telecommunications (telephone, television and internet) infrastructure to service the new developments, and city owned systems, such as traffic control.
- Working with Telus, Shaw and 6 other telecommunications companies
- Building in capacity for future network expansions to minimize future construction along the new street network
- Use of concrete to encase the duct banks which will improve the seismic resiliency of the network.

The following figures provide an illustration of the complex utility work required to be delivered as part of the Viaducts Replacement Project.



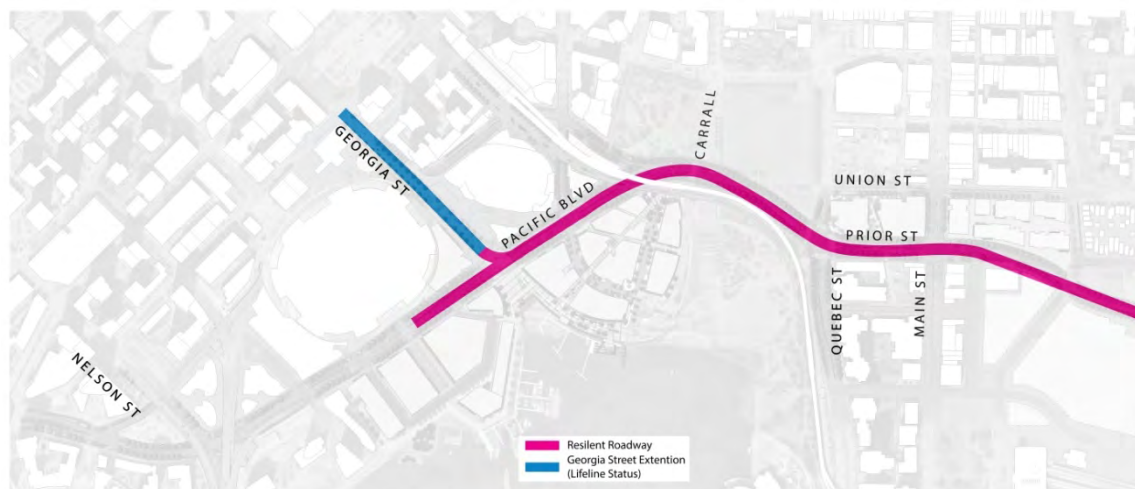
#### C.4 Sustainability and Resiliency Scope Update

The Viaducts Replacement Project strives to meet and exceed the City's sustainability and resiliency objectives. This is accomplished through innovative design for resiliency during seismic events, creating adaptable street and utility networks to function in future climate conditions, and planning for sustainable infrastructure and its construction.

##### *Resilient Roadway*

The Georgia Street extension, connecting Georgia between Beatty and Pacific, is being designed to a 'Lifeline' classification for seismic design whereby the structure will be available immediately following a significant (1 in 2,450 year) seismic event. However, this seismic code requirement only applies to bridge structures and not at-grade streets like the new Pacific Boulevard. This resulted in a potential vulnerability within the remainder of the NEFC transportation network should a post-disaster link be required by emergency services getting to/from downtown.

With limited national and international examples available, creating a post-disaster 'Resilient Roadway' across the downtown neck required innovative analysis and design from a number of qualified engineering professionals. To create this resilient link, two lanes of new Pacific Boulevard/Prior Street (between BC Place and Gore Avenue) have been designed with increased strength to its road structure and subsurface utilities to allow for two-way emergency operations immediately following a significant seismic event. This Resilient Roadway, connected to the new Georgia Street extension, will provide an essential post-disaster link between Downtown, BC Place, and the site for the future St Paul's Hospital.



##### *Resiliency in Utilities*

Resiliency has also been a focus of the utility design for the Viaducts Replacement Project. A number of opportunities have emerged in improving the resiliency of



utilities through the progression of the detailed infrastructure design. The following highlight some of the key elements being incorporated into the project scope.

Sanitary Force Main: A new 1.3km force main will be installed to provide a secondary route for sewage from the Nelson Pump Station (located at the northern end of the Cambie Bridge) to the Metro Vancouver system on Quebec Street. Following a seismic event, this additional link provides a resilient backup in minimising sewage entering False Creek should the existing link underneath the Cambie Bridge not be in operation.

Gravity Sewers: The storm sewers will be upsized to proactively respond to projected climate change conditions. Also, the sanitary and storm sewers will be installed within the resilient roadway to improve resiliency during a seismic event.

Water Mains: The pipe joints will be restrained to minimise the risk of failure and maintaining fire protection following a major seismic event. The new main will also be connected into the City's "hardened grid", a system of seismically resilient water mains.

Telecommunications: Additional capacity will be provided for City-owned telecommunications infrastructure (known as the Vancouver Electrical Ductbank, or VED). This is to allow for future network expansions and minimise future construction requirements along the new street network. In addition, this ductbank will be encased in concrete to improve its seismic resiliency.

#### *Envision Sustainable Infrastructure Framework*

Guiding the sustainable design and delivery of the Viaducts Replacement Project is the Envision Rating System, a sustainability framework created by the Institute of Sustainable Infrastructure. The Envision system is organized into five categories (Quality of Life, Leadership, Resource Allocation, Natural World, Climate and Risk) which include requirements and actions that, if accomplished, are worth points which add to an overall rating for the project.

The NEFC project team is aiming to achieve a 'Platinum' rating - the highest available. A platinum rating can only be achieved if the project team can prove to an independent validator that the design meets the framework's objectives and goes above and beyond typical sustainable practices. Design decisions that have been informed through the Envision framework include:

- Investigating reuse options for the 60,000+m<sup>3</sup> of concrete from the existing viaducts;
- Selecting high quality utility and road materials that will extend the typical service life of the infrastructure;
- Providing utility corridor space for district energy to minimise the greenhouse gas use of proposed developments;
- Installing LED lighting with the new street lighting and traffic signals;
- Accommodating electrical connections for event equipment and electric vehicle charging stations;

- Dedicating at least half of the street width for non-auto transportation modes (walking and cycling);
- Exploring opportunities to use recycled material to form the road base; and
- Staging construction efficiently to minimise overall duration of the project.

### *Green Infrastructure*

The existing contaminated soils within NEFC create limitations for the extent of Green Infrastructure systems that can be implemented. However, through an iterative design process, a custom soil system has been developed along the boulevard areas of the new Pacific Boulevard. This is an isolated, fully contained system to ensure treated water and contaminated soils do not mix. As such, the intention of this system is to filter storm water runoff and improve water quality before discharging into False Creek. Two rain gardens have also been identified along Pacific Boulevard to provide storage for storm water, provide water quality treatment and be demonstrations of modern storm water management practices. The figure below provides a cross-section of the custom-designed Green Infrastructure that includes porous asphalt proposed along the cycle track, the subsurface biofiltration facility (i.e. structural soil) and the release of treated water into the storm sewer - all coordinated with tree planting and landscaping needs.



## C.5 Environmental Scope Update

As part of the overall redevelopment of the NEFC area, excavations will be required for utilities, pavement structure, tree planting, and structural foundations. In conjunction with previous study outcomes, an extensive soil investigations program was completed as part of the detailed design. This consisted of environmental test holes and sampling in areas where new installations or upgrades are proposed and soil relocation or disposal may be required. Also required are excavation for utilities, pavement structure and tree planting within Andy Livingstone Park where contaminated soil is present and has been encapsulated with membranes and a soil vapor collection system. The updated testing data has identified that the expected cost of remediation and management of environmental contamination for the Viaducts Replacement Project, associated with the proposed new street network, is less than was anticipated in 2015.

## C.6 Updates to Other Related Projects

### *False Creek Flats Arterial Overpass*

In 2008, the City identified the long-term need to grade-separate the rail corridor between the Port of Vancouver and the False Creek Flats to support Vancouver's role in Asia-Pacific Gateway trade. Since October 2015, staff have been working closely with project partners to identify a route to grade-separate the arterial from the rail line, and also downgrade Prior/Venables Street to a local serving street.

As the City has moved through the alignment exploration process, it has become apparent that all of the options explored to date present challenges for various project partners. The consultation and engagement of the arterial overpass was initially included as part of the *False Creek Flats Area Plan*, but was separated from the planning process when the area plan went to Council on May 17<sup>th</sup>, 2017 to allow for more community input into the process.

In early 2018, City staff will be undertaking a Community Panel for the False Creek Flats Arterial Overpass. The Community Panel and related public engagement process will provide an opportunity for a deeper conversation that will lead to a preferred arterial alignment that is recommended by the community and best meets the needs of all partners involved.

### *Prior/Venables Improvements (since 2015 Council Report)*

The City has worked to identify the concerns of the residents in the Prior/Venables area, and have undertaken several measures to help respond to safety concerns received from the users of this corridor. The following is a list of improvements since 2015:

- Installed two speed reader boards to indicate to drivers when they are travelling over the 50km/h posted speed limit;



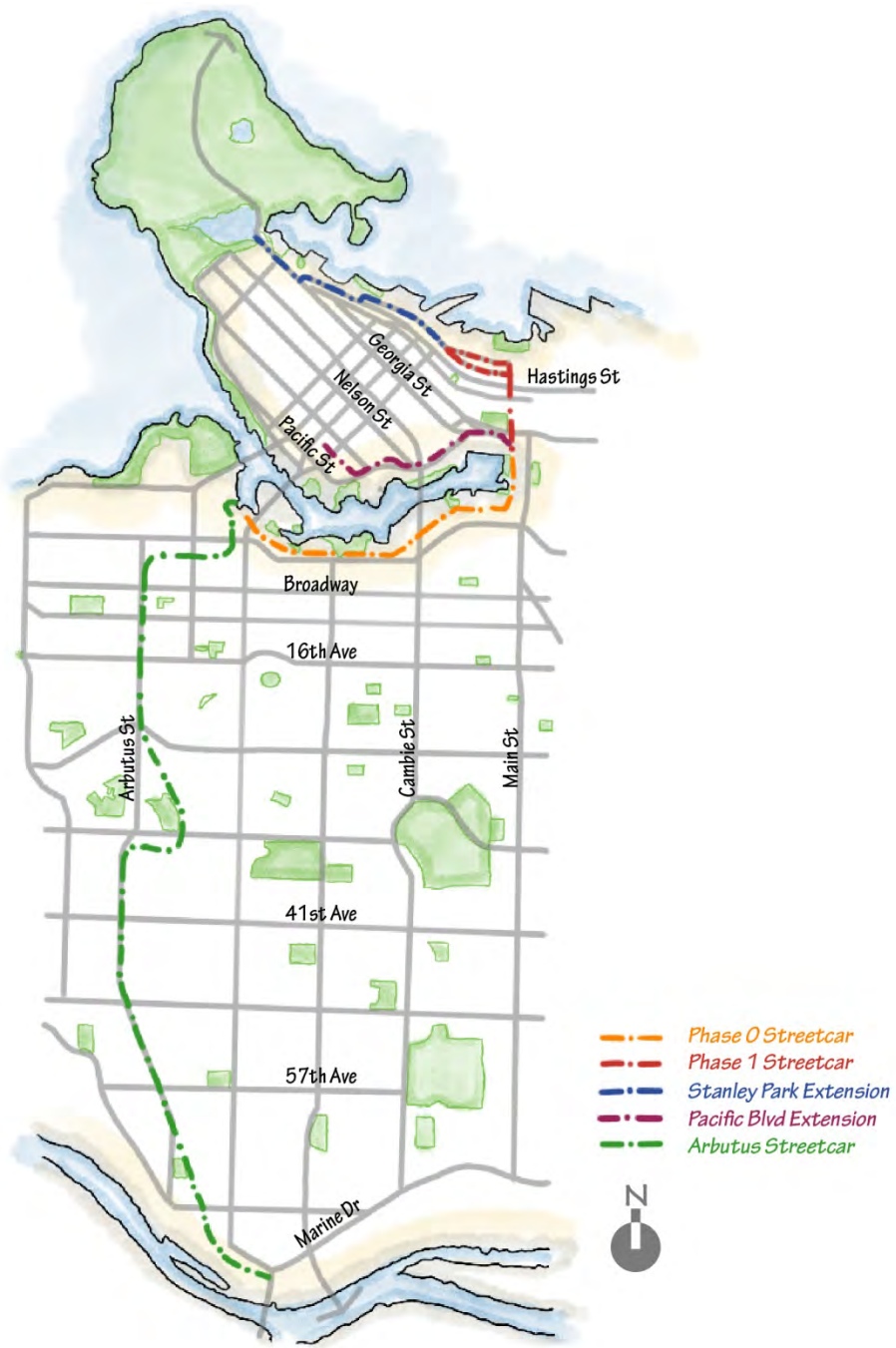
- Prohibited northbound and westbound left hand turns during the PM peak hours at the Vernon Drive/Venables Street intersection;
- Conducted pedestrians studies at the Heatley Drive/Prior Street and Vernon Drive/Venables Street intersections to collect data to consider whether crosswalks are warranted;
- Improved signal visibility at the Raymur Drive/Venables Street intersection by removing vegetation;
- Replaced park warning sign for westbound drivers along Prior Street when approaching Strathcona Park; and
- Conducted a series of speeding campaigns that were initiated by the City and implemented by the VPD.

#### *Future Vancouver Streetcar*

The City has been contemplating the development of a streetcar network since the 1990s. Development of the network began in the mid-1990s when the City purchased a segment of former rail right-of-way between Granville Island and Cambie St from CP Rail. In 1999, Council endorsed the Downtown Streetcar routing for 'Phase 1' of the network which identified a future streetcar alignment between Science World and Waterfront Station, with conceptual extensions generally along Pacific Boulevard to Roundhouse Community Centre and westward from Waterfront Station to Stanley Park.

In the late 2000s, the City undertook a more detailed Preliminary Engineering and Design study of the network between Granville Island and Science World including the needs for a maintenance facility. Resulting from that study, City Council approved reconstruction of the rail segment between Granville Island and Olympic Village Station in preparation for a demonstration modern streetcar service that operated for the duration of the 2010 Winter Olympic and Paralympic Games.

Since the conceptual network was identified, the City has generally been preserving right-of-way both on- and off-street for a future streetcar system as development and street reconstruction has occurred. Examples include West Georgia Street in Coal Harbour, Pacific Boulevard in Yaletown, and 1st Avenue in Olympic Village. Transportation 2040 (2012) (policy T 1.2.5.) supports advancement of the streetcar concept. As illustrated in the following figure, Pacific Boulevard and Quebec Street within the NEFC study area are both identified as potential future streetcar routes. The street and utility design for these streets have protected a right-of-way to minimise any future reconstruction requirements for a potential streetcar system.



## ***Viaducts Replacement Project – Proposed Construction Delivery***

### **Construction Delivery – Proposed Phasing Strategy**

The proposed construction phasing for the Viaducts Replacement Project has been further refined since the 2015 Council report and has been collectively developed between the NEFC project team, professional engineers, and independent constructability experts to ensure the recommended approach responds appropriately to a number of concerns raised through the public engagement process. In developing this approach, the construction phasing needs to balance between impacts to commuter traffic; maintaining event operations in the area; minimising disruptions to local residents and businesses; and delivering these infrastructure works in a cost-effective and efficient manner. These objectives, along with more detailed information and a broader project scope, have resulted in a change of approach when compared to the 2015 Council Report phasing recommendation.

At a high-level, to mitigate project impacts, the Georgia and Dunsmuir viaducts will remain in operation for approximately the first half of the project while construction of the new street network underneath is completed from west to east. Once new Pacific Boulevard (Cambie to Quebec) is completed, the Georgia Viaduct will be demolished, the new Georgia Ramp will be constructed, and the project will conclude with the Dunsmuir Viaduct demolition. Further detail for each individual phase is described in the following sections along with a summary project schedule identifying the overlapping nature of these phases to achieve the desired three year construction timeline for the project.

### **Phase 0 – Early Works Package**

An Early Works package, delivered independently and in advance of the main construction works, will primarily focus on delivering the first phase of the Sub-area 10C Parkade structure. This section of the site's parkade will be located directly underneath the future Georgia Street extension (connecting Beatty Street and Pacific Boulevard) and must be completed beforehand to avoid significantly disruptive works if undertaken following the street construction. A new temporary publicly accessible open space is also proposed in NEFC, on Site 9, as part of the development permit application for Concord Pacific's sale centre.





*Phase 1 - Expo Blvd Upgrades, Pacific Blvd (Cambie to Nelson)*

The first phase of the major construction works in NEFC will commence at the western extents of the project site due to the depths, complexity and coordination of the utility installation. This phase will complete new Pacific Boulevard between Cambie and Nelson, all works on Nelson (between Expo and Pacific), and improve the existing pedestrian and cycling facilities on Expo Boulevard.



*Phase 2 - Pacific Blvd Detour, Andy Livingstone Park Modifications*

Before new Pacific Boulevard works continue further eastwards from Nelson Street, a construction site detour is proposed to be created to the south of the existing Pacific Boulevard between BC Place and Quebec Street. This detour will create a large, unimpeded construction site for a large portion of new Pacific Boulevard - separating vehicle traffic movements from major construction activity. Connections from this detour to Pat Quinn Way and Carrall Street will be retained. The design of its intersection with Milross Avenue will be for local access only and deter through movements. Including this detour creates significant improvement for the overall

project schedule of at least 6-12 months. While creating this detour, modifications will also be made to Andy Livingstone Park to prepare for the new street alignment. These works will be limited to only impacts to the park from the Viaducts Replacement Project and do not include the broader reprogramming of Andy Livingstone Park. Phases 1 and 2 will be completed concurrently to reduce the project's overall construction duration.



### Phase 3 - Pacific Blvd Preparation Works (Georgia to Quebec)

Following completion of the construction detour, works for new Pacific Boulevard between Cambie and Quebec can progress. Prior to any utility or road construction works occurring, a significant amount of ground improvements must be undertaken. These improvements are required for two aspects of the project:

1. The resilient road connection between BC Place and Quebec Street (and eventually further east to Gore Avenue completed in Phase 5); and
2. Preloading due to the elevation change requirements where new Pacific Boulevard meets the new Georgia Street extension (this intersection needs to be raised approximately 1.5m in order to maintain a maximum, accessible 5% grade on the Georgia Street extension).





*Phase 4 - Pacific Blvd (Nelson to Quebec)*

Following the necessary preparation works from Phase 3, the utility and street construction scope for new Pacific Boulevard between Nelson and Quebec can be completed (west to east).

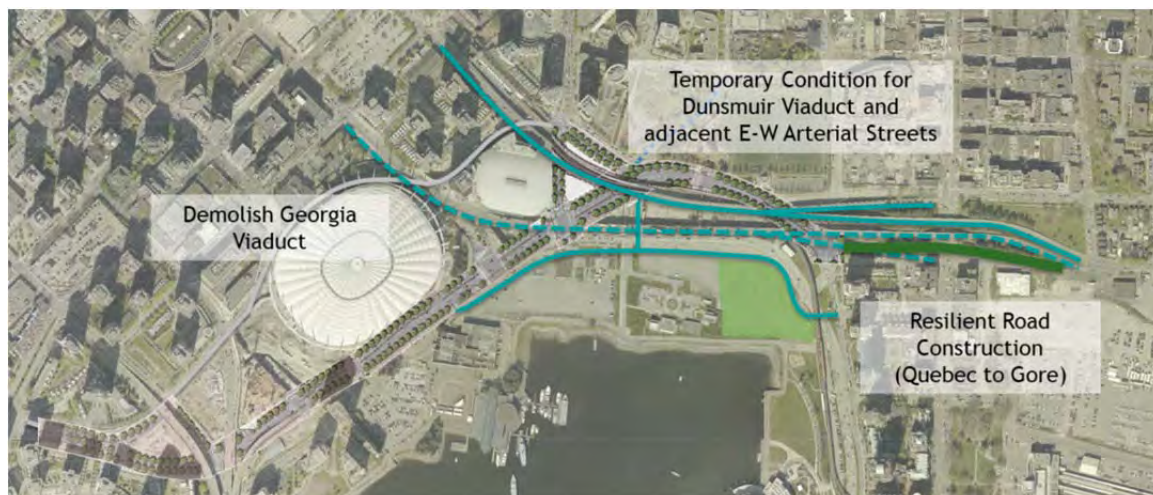


*Phase 5 - Dunsmuir/Arterials Temporary Changes, Georgia Viaduct Demolition, Prior St Preparation Works (Quebec to Gore)*

Following completion of all new street works west of Quebec Street, focus for construction can now turn to start the demolition of the Georgia Viaduct to make way for the new Georgia Ramp. Temporary changes to the Dunsmuir Viaduct (eg. signal phasing at Beatty, directionality of traffic) and/or adjacent east-west arterial streets (eg. rush regulations for existing on-street parking stalls) will be required to ensure sufficient capacity is available for people to enter/exit downtown while the Georgia Viaduct is being demolished and Georgia Ramp is being constructed. A thorough Travel Demand Management strategy is being developed to identify how each travel mode can be accommodated with priority being given to walking, cycling and transit



opportunities - a strategy that will build from that was successfully implemented for the 2010 Winter Olympics. An update for this strategy will be provided to Council in the Implementation Phase Council report. Concurrent with these works, the preparation works for the resilient road link on new Prior Street (between Quebec and Gore) will also be undertaken.



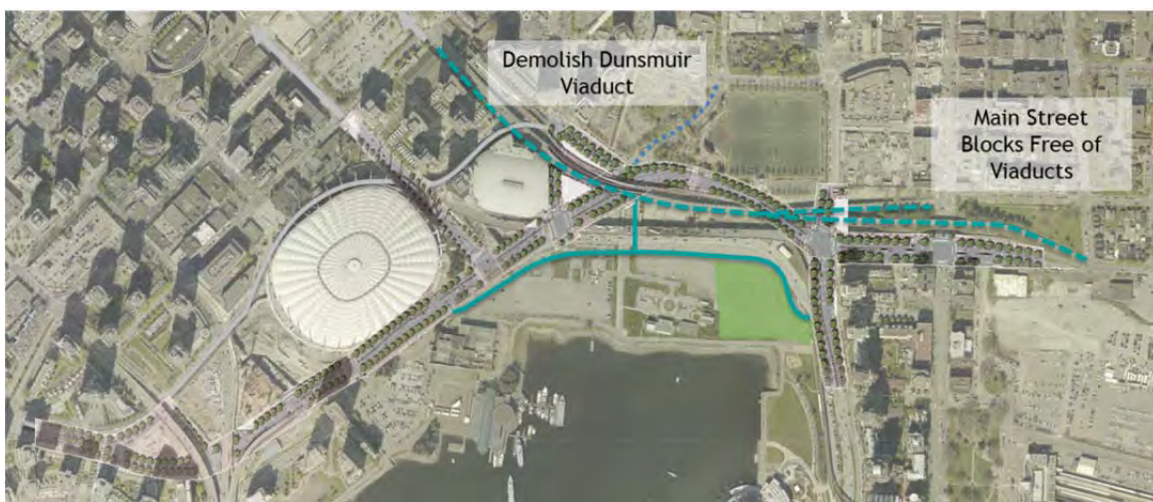
#### Phase 6 - Georgia St Extension, Quebec St and Prior St

The demolition of the Georgia Viaduct creates the space necessary to construct the Georgia Street extension with a new ramp structure, connecting between Beatty Street and Pacific Boulevard. Phase 6 works also include modifications to Georgia Street between Beatty Street and Homer Street so that its cross-section is made consistent with at least two lanes in each direction to appropriately carry traffic between downtown and NEFC. While these works on Georgia Street continue, and with the Pacific Boulevard detour still in operation, construction can be carried out at the eastern extent of the project site to complete all new street works from Quebec Street and to the east.



### Phase 7 - Dunsmuir Viaduct Demolition

The opening of the Georgia Street extension and its connection into the newly constructed streets within NEFC fundamentally creates the completed transportation network. Both the Pacific Boulevard detour and any temporary condition of the Dunsmuir Viaduct (and adjacent arterials) are no longer required. As such, the final remaining large-scale construction item is the demolition of the existing Dunsmuir Viaduct. These works can be prioritised to the viaduct's eastern extent should the Main Street blocks be awaiting infrastructure to be cleared to allow for the proposed development. It should be noted that the construction of the Dunsmuir Connection, assumed to be delivered under a separate contract (and potentially by Others), can commence at any time following completion of Phase 7.



### Phase 8 - Finishing Works

The final phase of the project removes the Pacific Boulevard detour and all finishing works that includes final paving, any remaining public realm works (eg. landscaping, street furniture), site clean-up and contractor demobilisation.





*Note: \* Early Works package (Phase 0) is estimated to be 10 months in total duration. The first phase of the Sub-area 10C Parkade must be constructed prior to the commencement of Phase 5.*

The construction phasing has been developed to minimise diverted traffic as best as possible. Detailed traffic analysis has been undertaken for each major phase to identify when significant traffic impacts may occur across the three year construction timeline. As a summary, while the viaducts remain in operation across phases 1 to 4 (and new Pacific Boulevard is being constructed), traffic impacts are expected to be minimal with diverted vehicles being easily accommodated on adjacent streets. This minimal traffic impact is expected to be in place for approximately the first half of the project timeline. Notable traffic impacts will start to be experienced when capacity in the network is temporarily lost during the time between the demolition of the Georgia Viaduct and the opening of the new Georgia Street extension (phases 5 and 6). Currently it is estimated that the duration of this impact will be approximately 12 months, however further refinement/reduction of this timeline may be achieved through the proposed tender approach (outlined in the following section). Upon opening of the new Georgia Street extension, traffic impacts will be significantly improved through to the completion of the project with the number of diverted vehicles being again accommodated by adjacent streets.

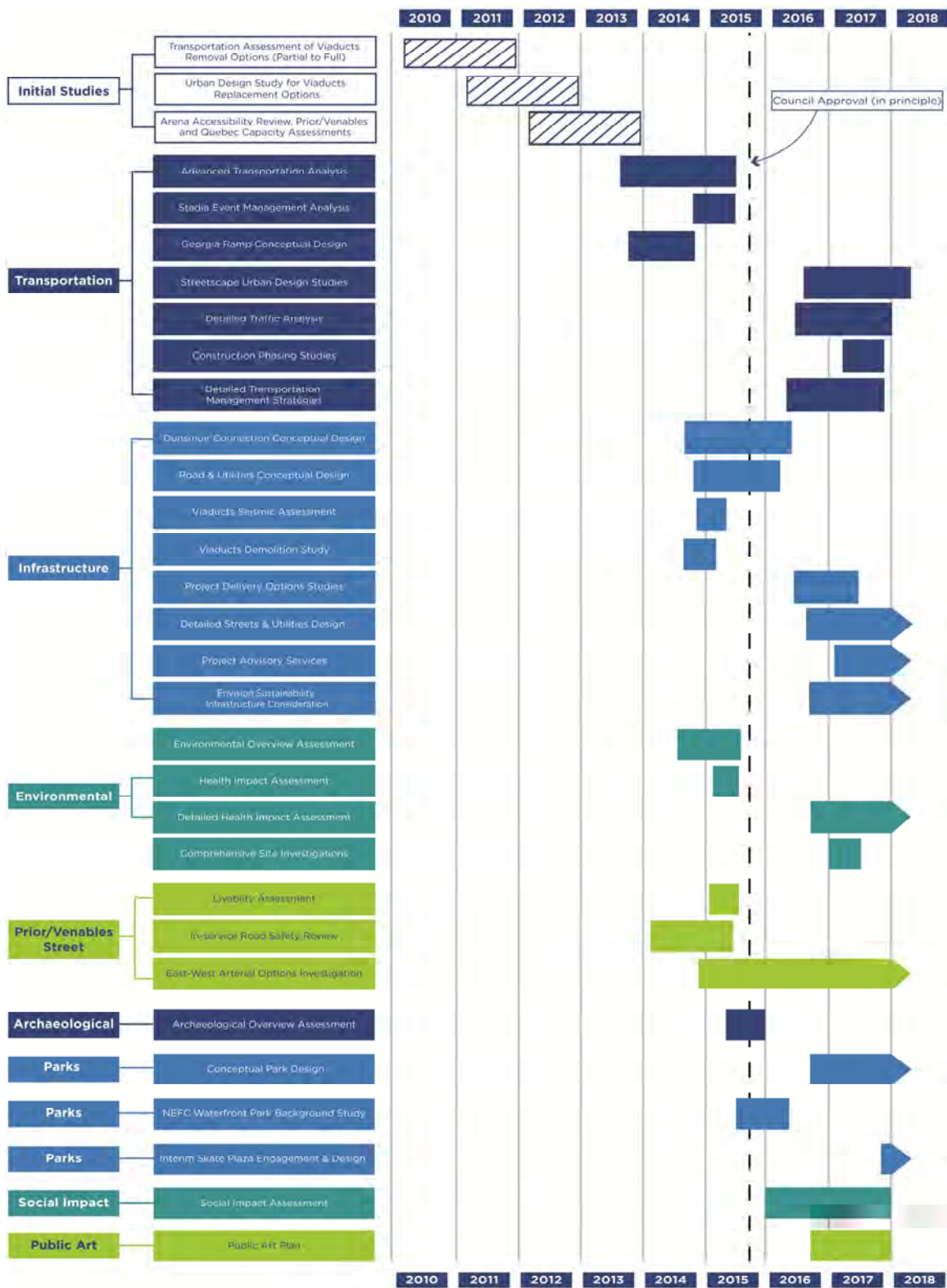


Construction Phase	Estimated Traffic Diverted (vehicles per day) **	Notes
1	<5,000	Diverted traffic will be accommodated on adjacent streets with minimal/negligible impact
2	5,000	
3	5,000	
4	5,000	
5	25,000-30,000	Similar impacts to the recent Powell Street Overpass project
6	25,000-30,000	
7	5,000-10,000	Standard major City capital improvement project (eg. Oakridge Trunk Project)
8	N/A	Final network configuration

*\*\* It should be noted that there may be intermittent, temporary lane closures during each phase that may increase the number of diverted vehicles for that short-term duration.*

***Summary of 2010-2017 Consultancies***

Since Council approved the Northeast False Creek Conceptual Plan and the Removal of the Georgia and Dunsmuir Viaducts (2015) staff have continued to advance work on the viaducts to address outstanding concerns and the necessary due diligence was completed. An overview of all major consultancies since 2010 is highlighted on the next page.





## Update on Park Design and Engagement Process

The Park Board Strategic Framework (2012) prioritizes the provision of parks and recreation for all, leadership in greening, excellence in resource management, and engaging people. The Northeast False Creek park design aligns with the Strategic Framework by providing an open, safe and inclusive park with an ecologically rich waterfront.

Northeast False Creek will have a major destination park which will connect new and existing neighbourhoods to the downtown and False Creek. The demolition of the viaducts and modifications to the street network bring together several public open spaces and parks into a coherent waterfront park, unified through a common vision and design language. The park integrates the east and west portions of Andy Livingstone Park, the Downtown Skateboard Park, the existing Creekside Park north of Science World, and the new Creekside Park.

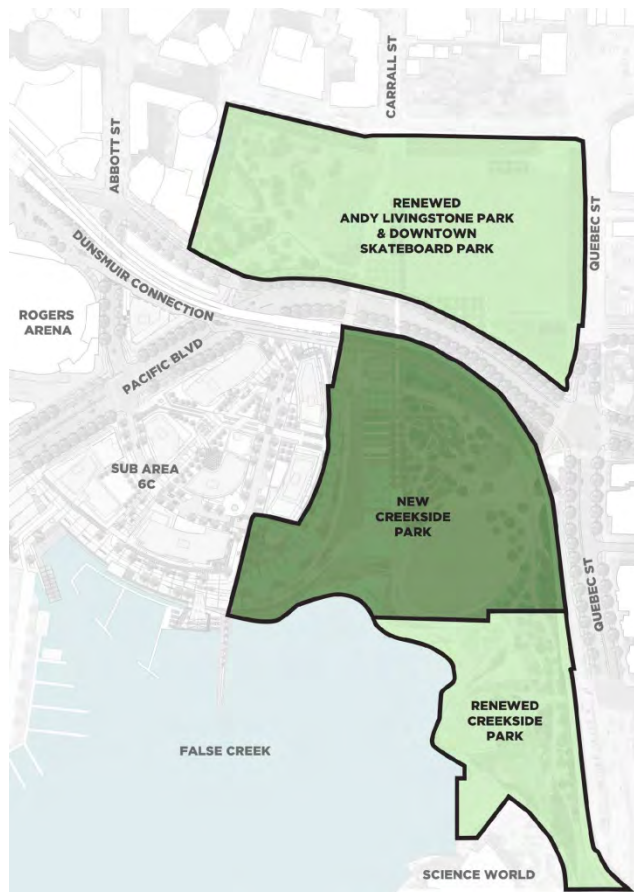


Diagram 1 - New and Renewed Parks in Northeast False Creek

## F. 1. Design and Engagement Process

The Northeast False Creek park design and engagement process started in the fall of 2016, in parallel with the Area Plan process. The park design is led by Park Board staff with the support of a multi-disciplinary consultant team led by landscape architecture firm James Corner Field Operations. The project team (staff and consultants) is advised by the NEFC Park Design Advisory Group (PDAG) which is composed of 12 community members appointed by the Park Board in July 2016. The PDAG has brought very valuable insight in this process through their unique and varied perspectives, both local and city-wide.

The project has generated a high level of interest from a wide range of stakeholders, advisory committees and the public, with over 5,000 people participating in the engagement process to date (Stages 1 and 2). The summary of the engagement activities are as follows:

- 10 meetings with the PDAG
- over 40 First Nations and Urban Indigenous people participated in workshops
- over 400 people attended stakeholder workshops
- over 1400 views of the whiteboard video and park design presentations
- over 3600 people attended open houses

The diagram below illustrates the various streams of engagement conducted since October of 2016. Major project milestones were presented to the public as part of the overall NEFC Area Plan rounds of public engagement.

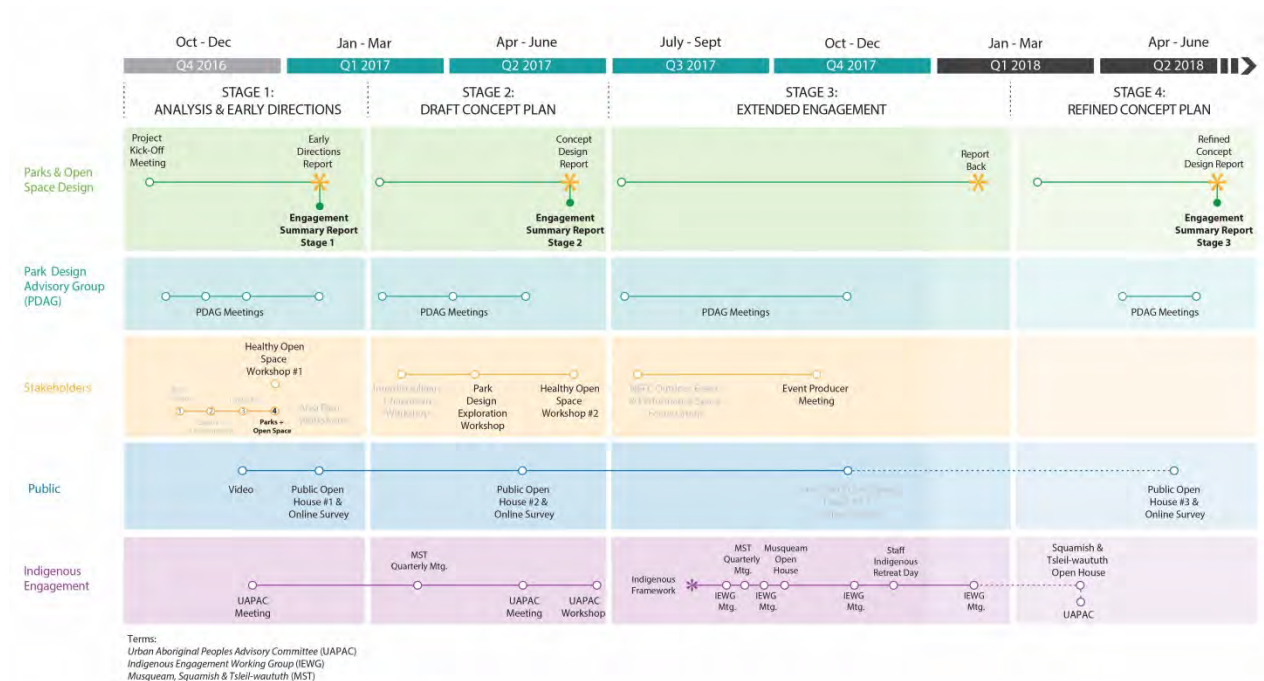


Diagram 2 - Park Design Engagement Process

The park design process is divided into four stages, as follows:

1. Stage 1: Analysis and Early Directions
2. Stage 2: Draft Concept Plan
3. Stage 3: Extended Engagement (in progress)
4. Stage 4: Refined Concept Plan

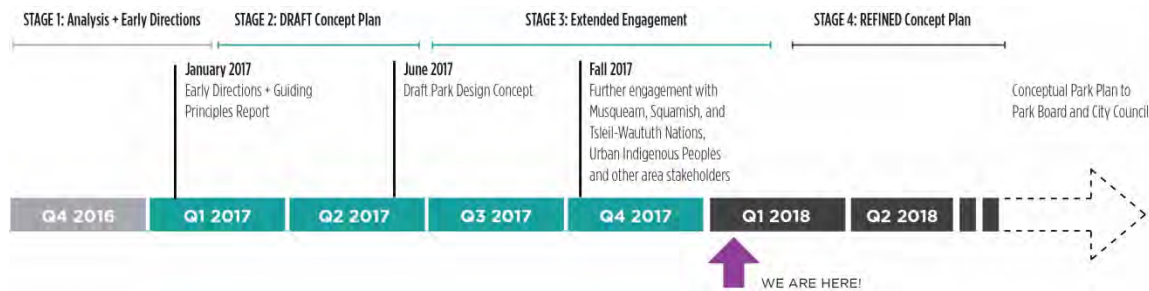


Diagram 3 - Park Design and Engagement Process - Anticipated Timeline

Stage 1 (Analysis and Early Directions) was completed in February of 2017. Three key themes - Community, Nature and Destination - emerged during this stage.

Stage 2 (Draft Concept Plan) culminated with the presentation of the Park Concept Design to the public in June 2017. Over 1,400 people responded to the online survey with two thirds of respondents agreeing or strongly agreeing with the draft concept plan. The project team also received valuable feedback through in-person conversations, and will be incorporating the input during the refinement of the Concept Design in Stage 4.

As part of the *City of Reconciliation*, the project team has extended Stage 3 (Extended Engagement) to allow for more in-depth conversations with the Musqueam, Squamish and Tsleil-Waututh Nations, and Urban Indigenous communities. This work follows the NEFC engagement framework crafted by Indigenous staff and the Park Board's Reconciliation Planner. The focus is on ensuring that the Indigenous principles of cultural practice, ecological stewardship, and Musqueam, Squamish and Tsleil-Waututh visibility on their own lands are reflected in the refined Park Concept Design.

The extended engagement timeline has also given the opportunity to further consult with event producers, nearby residents, and other groups including Chinatown stakeholders who have identified the need for stronger connections between the park and the historic neighborhood, and opportunities for cultural programming as key interests.



## F. 2. Key themes

The themes of Community, Nature and Destination emerged in stage 1 through conversations with the Park Design Advisory Group, stakeholders and the public:

- Community
  - Open, safe and inclusive
  - Flexible spaces
  - Park stewardship
- Nature
  - Diverse and healthy waterfront
  - Ecologically rich park spaces
- Destination
  - Authentically Vancouver
  - Distinct



Diagram 4 - Key Themes for the Park

## F. 3. Guiding principles

The following key principles guided the draft Concept Design:

- **Unite the park:** Join disconnected public open spaces and parks—Andy Livingstone Park, Downtown Skateboard Park, Creekside Park, and new Creekside Park—into one coherent park. Unify with a common design language, seamlessly connecting each piece, and creating landmark connections.
- **Orient to the water:** Capture, open and orient the public open spaces and parks in northeast and southeast False Creek to the False Creek basin. Embrace the basin as a public place, preserving open water views.

- **Strengthen connections:** Reinforce connections to streets and neighbourhoods surrounding the park. Establish new pedestrian and cyclist connections through the park along the Carrall Greenway, Seaside Greenway, and the Dunsmuir Connection.
- **Honour First Nations:** Vancouver is situated on the unceded territories of the Musqueam, Squamish, and Tsleil-Waututh Nations, and is home to indigenous people from other places in Canada and the world. Respect the complex and problematic history of settlers living in unceded territory, and take inspiration and practical guidance from the indigenous input we've received regarding their relationship to the waterfront and their stewardship of the land.

#### F. 4. Next steps

The project team will continue to engage with the local First Nations, key stakeholders and the Park Design Advisory Group through early 2018. The refined Park Concept Design is anticipated to be shared with the public in Q2 of 2018 and brought for Park Board consideration mid-2018, subject to conversations with the local First Nations.

### ***Hogan's Alley Working Group 'Principles of Development'***

As part of the planning process, two Northeast False Creek Stewardship Group members who have a direct interest in Hogan's Alley formed the Hogan's Alley Working Group. The group of 25 members of the Black Community includes people who lived on Hogan's Alley, descendants, activists and academics. The group meets twice monthly, with City Staff invited to every second meeting. The group held community forums on a frequent basis and conducted surveys to engage the broader black community and ensure their voice is represented as part of the Working Group's discussions.

The following 'Principles of Development' were prepared by the Hogan's Alley Working Group and used to collaborate on policy and guidelines being drafted for the Northeast False Creek Plan, generating a vision for the Hogan's Alley block.

#### **Recognition**

While recognition has focused on the form, community and history of Hogan's Alley, I gleaned from our conversation that an authentic and just course of recognition for Hogan's Alley is the City of Vancouver acknowledging the actions of former City of Vancouver Council and staff who enacted discriminatory policies which led to the displacement of the Black community of Hogan's Alley.

#### **Honouring**

I would shift the language we have been using from recognition to *honouring*. We honour the black community that lived in Hogan's Alley by celebrating the history and ensure pursuits on the land honour the history of those that were displaced and will create a legacy of acknowledging, honouring the past Black community while nurturing and developing the contributions of our contemporary black community.

#### **Access and inclusion**

The same institutionalized racism that created and demolished Hogan's Alley continues to put people of African descent at a disadvantage in accessing housing and economic opportunities. It will be important that this space generate meaningful and substantive opportunities for social and economic inclusion, driven and led by the community. It will be a space that creates access by unlocking resources, reshaping markets, and generating equitable opportunities for all people and provides the necessary stability to build assets in community.

#### **Security of Tenure and Our Definition of Land Use**

The redevelopment of Hogan's Alley must consider the legacy of displacement that unfolded on this land. Zoning of this development should provide long-term and self-determined security of land tenure that guards against the possibility of forced displacement and also is mindful of the urban fabric that it is integrating with as to promote this same value. This includes access to affordable housing, cultural, arts, retail



and commercial spaces. By collaborating with our community partners, we can develop innovative solutions to support the social and economic well-being of our community.

**Investment**

This land will be seen as an investment in our community. It will support the black community in rebuilding the strong social networks that were lost and generationally entrenched, while recognizing that cultural and demographic diversity creates unique needs in our community. We can now begin to find opportunities to share and repurpose resources that have traditionally been poorly distributed and begin to build social and economic capital.

*Northeast False Creek Stewardship Group  
Summary of Input*

**Stewardship Group Terms of Reference**

- Acting as the touchstone in maintaining the vision for NEFC, monitoring the incorporation of the eleven Council-approved Guiding Principles during the detailed planning, design, and implementation of the NEFC Conceptual Plan;
- Providing feedback to staff on the approach and progress of community engagement;
- Encouraging the education and contribution of the public and participants in the planning and design of land use, streets, parks and open space, and amenities for the area;
- Advising staff on options for how to best acknowledge and incorporate social, historical and cultural significance into the NEFC Conceptual Plan.

**NEFCSG Contributions to the Area Plan Process**

*It was identified at the outset that Indigenous engagement needed to play a significant role in the planning process.* Every effort was made to achieve this objective, including ongoing Government to Government meetings between the City and three Nations, meetings with the Urban Aboriginal Advisory Committee, and the establishment of the Indigenous Engagement Working Group and Indigenous Engagement Framework. *It is important to note that the timeline of Indigenous engagement was not run in parallel to the overall engagement process - this was a product of Government to Government discussions and accompanying protocol. This has resulted in the extension of the Park Design process in order to ensure meaningful input from the three local Nations and Urban Indigenous communities.*

*NEFCSG were given multiple opportunities to be the first to view and provide advice on each early development site proposal (Studio Workshop + Landowner presentations).* These reviews took place prior to staff reviewing the applications and were intended to be an initial filter for each of Council's 11 Guiding Principles and the draft NEFC Urban Design Principles. The group also has provided additional advice and commentary for each of the site rezoning applications.

*The NEFCSG recommended using an online mapping tool for public engagement - A Places and Spaces online mapping tool was launched as part of the first community engagement phase (Ideas, Interests and Opportunities - Phase 1). This tool allowed people to share what they loved, or ideas/opportunities for the future in NEFC. Ultimately, the Places and Spaces established the backbone of the NEFC Plan.*

*The Hogan's Alley Working Group was established by two members of the NEFCSG to help facilitate a co-design process for the Hogan's Alley Block in an effort to re-establish the heart of Vancouver's Black Community and to daylight Blackness.*

*Members of the NEFCSG helped shape theme-based discussions and workshops during Phase 1 and 2 of the planning process, helping to connect with a broad and diverse set of stakeholders. These included workshops on Sustainability, Housing, Art + Culture, Healthy Open Space, Area Families and Chinatown to name a few.*

### **NEFCSG Contributions to the Northeast False Creek Plan**

#### **Reconciliation and Cultural Redress**

The themes of Reconciliation and Cultural Redress were surfaced repeatedly during discussions with the NEFCSG – In response, the staff team:

- added a new chapter: Reconciliation and Cultural Redress (Chapter 4) to the Area Plan
- 
- established an overarching lens of Reconciliation to the existing Healthy City framework to create the Social Impact Mitigation Strategy (Chapter 8: Healthy Community)

#### **Arts and Culture**

The NEFCSG made a recommendation at the Emerging Directions Phase of the process (Phase 2) to separate the Arts and Culture Chapter into two distinct chapters to ensure that each received an appropriate amount of attention – and that culture was given the weight it deserved. However, staff were concerned about siloing each topic and recommended re-merging the chapters with the recognition that culture is reflected in art in all its multiplicities and diversities. Ultimately, staff re-joined the chapters and established culture as the foundation of not only the arts policies in the chapter, but the plan as a whole.

#### **Ensuring diversity in built form (variety of architects)**

It was made clear by the NEFCSG that we needed ensure that design of the buildings on the private development sites was as diverse as possible. The NEFC Plan outlines the following in the Building Typology section (Chapter 10: Urban Design): “*Seek opportunities to compose blocks and frontages in a way that facilitates participation of multiple architects to contribute to the uniqueness of NEFC.*”

#### **Preserving and enhancing connectivity, cultural assets and heritage in Chinatown**

The NEFCSG raised concerns about the impacts of the NEFC Plan on Chinatown specifically as it related to connectivity, interface with the park and preserving heritage (both built form and living heritage). These objectives were addressed in Section 4.3 of the Plan (Chapter 4: Reconciliation and Cultural Redress):

*The Chinatown Community was instrumental in the fight against urban renewal and displacement resulting from a proposed freeway network in the 1960s and 70s. The construction of the Georgia and Dunsmuir viaducts impacted Chinatown by displacing Chinese-Canadians, businesses, and disconnected Chinatown from the waterfront and communities to the south. The Northeast False Creek Plan puts in place a more connected transportation system and seeks to heal the scars on historic Chinatown.*



*4.3.1 Conserve, commemorate and enhance living heritage and cultural assets in Chinatown by securing heritage funding in the public benefits strategy that can be used for capital and cultural funding.*

*4.3.2 Support the Keefer Memorial Square redesign and ensure the Andy Livingstone Park redesign and policies for Quebec and Keefer Street enhance the design context.*

*4.3.3 Seek opportunities to name assets within Northeast False Creek based on the history and contribution of the Chinese Community.*

*4.3.4 Explore opportunities to designate cultural space within Northeast False Creek for story-telling and other activities.*

*4.3.5 Continue to translate materials and offer interpretation services at public events and information booths whenever possible.*

*4.3.6 Support the Chinatown Community with cultural programming and walking tours in Chinatown.*

And the creation of the Chinatown Cultural District (Chapter 9: Places for Public Life)

#### **9.5 CHINATOWN CULTURAL DISTRICT**

*9.5.1 Support the Chinatown Community with cultural programming and walking tours in Chinatown.*

*9.5.2 Explore opportunities to designate cultural space within Northeast False Creek for story-telling and other activities*

*9.5.3 Strengthen communication and cultural competency.*

*9.5.4 Conserve, commemorate and enhance living heritage and cultural assets in Chinatown by securing heritage funding in the public benefits strategy that can be used for capital and cultural funding.*

*9.5.5 Provide input to the Civic Asset Naming Committee to name assets within Northeast False Creek based on the history and contribution of the Chinese Community.*

*9.5.6 Support the Keefer Memorial Square redesign and ensure the Andy Livingstone Park redesign and policies for Quebec and Keefer Street enhance the design context.*

*9.5.7 Ensure street closures for events are possible with necessary infrastructure and traffic mitigation plans*

NEFCSG stressed the importance of job space and mixed-use

The Plan seeks to achieve 1.8 million sq.ft of job space and includes job space along all ground floors and throughout each development site resulting in a truly mixed use neighbourhood.

#### **Park size and configuration**

There was concern raised about the park size and configuration including the desire for additional waterfront park extending to the existing Carrall Street Right-of-Way. However, due to the replacement street network configuration, desire to not cut off Andy Livingstone Park and Chinatown from the waterfront, and negotiations with the landowner, the western boundary of the proposed Creekside Park is consistent with the configuration approved in 2015 by Council as part of the NEFC Conceptual Plan. Additionally, the NEFC Plan sets out 32 acres of new and renewed parks and open spaces (including 19 acres of new parks and open space).

#### **NEFCSG asked for a stronger focus on Sustainability - with a focus on sea level rise, climate change and natural habitat**

Sustainability was added as its own chapter during the Emerging Directions phase at the request of the NEFCSG. Staff have established policy for a continuous flood protection throughout NEFC, including a new seawall at 4.8m in height and the possibility to increase by an additional metre in the future.

#### **Importance of business curation and social enterprise**

Staff have included a policy requiring new development applications to include a Local Business Curation Strategy as part of the development permit application.

#### **Inclusivity, affordability and accessibility**

A focus on creating a new community that is inclusive of all people, is accessible and welcoming, as well as truly integrates affordability throughout each site.

#### **Social Impact Assessment, Monitoring and Mitigation**

The NEFCSG provided advice to staff to better understand and address social impacts that could result from the changes in NEFC. This included the need to better understand social impacts related to the vulnerable communities of the Downtown Eastside, impacts to local businesses and impacts to cultural assets in Chinatown and surrounding historic areas. In order to address these concerns, a consultant was hired to build upon the 2013 DTES Social Impact Assessment and look at the cumulative impacts that NEFC (positive and negative). Additionally, staff undertook engagement with local residents, business owners/operators, service providers and cultural communities and integrated this work into Chapter 8, Healthy Community.

#### **Active and engaging waterfront with an events, entertainment and activity focus**

We heard that NEFC was a distinct place in the Province, with a strong history of community and civic gathering and major events (i.e. Olympics, Gay Games, Expo, Walk of Reconciliation, etc). The NEFCSG helped reinforce this desire through the network of parks and plazas, a publicly accessible waterfront and the active uses that follow the water's edge and create opportunities for public life.

#### **Great Street design and focus on safe and active transportation**

There was a desire to ensure the new replacement street network didn't replace one barrier with another and was designed in a way that would offer safe and enjoyable options for walking, cycling and taking transit, in addition to serving as a critical access into the downtown and the local business and facilities (i.e. BC Place, Rogers Area, Chinatown, etc). The street design continued to evolve to address each of these objectives. However, there are still concerns about the closure of Carrall Street and the impacts this may have related to access into Chinatown. The Plan puts in place a strategy to continue working with the Chinatown Community to better understand the objectives related to access and interface, specifically focusing on the Chinatown Cultural District, parks, and street design. Work will continue on these fronts following approval of the NEFC Plan.

**Securing a mix of housing types (family housing and amenities) and maximizing affordability**

Affordable Housing was raised as a priority for the NEFCSG and advice was given to staff to integrate and maximize the amount of affordable housing throughout NEFC, including specific objectives to unlock the six remaining "Option Sites", secure a minimum of 20% social housing, include a mix of family and artist housing, and secure additional affordable housing on the Main Street blocks. There was also the recommendation to ensure new housing was designed to be inclusive and accessible to all, including to those with physical and intellectual disabilities. This objective can be carried through to the implementation and review of development proposals in NEFC as they are received.



# Northeast False Creek

## FINAL Consultation Report

January 2018



# Council Approved NEFC GUIDING PRINCIPLES

Reconnect Historic Communities + FC Waterfront



Expand Parks + open space

Repair the Urban Fabric



Explore Housing Dev. + Place-making



Efficiency of Street Network

Vibrant Waterfront district



Connectivity to downtown, NEFC + waterfront



Enhanced Pedestrian + cyclist movement

Develop Fiscally Responsible Approach



Engage Residents + stakeholders meaningfully

Strengthen Festival + Entertainment Function

11 Council Approved Guiding Principles for NEFC Area Plan  
- Illustration by Sam Bradd



# Contents

Northeast False Creek Planning Process

About this Report

Engagement Objectives

Engagement Process

Phase 1 Engagement

Phase 2 Engagement

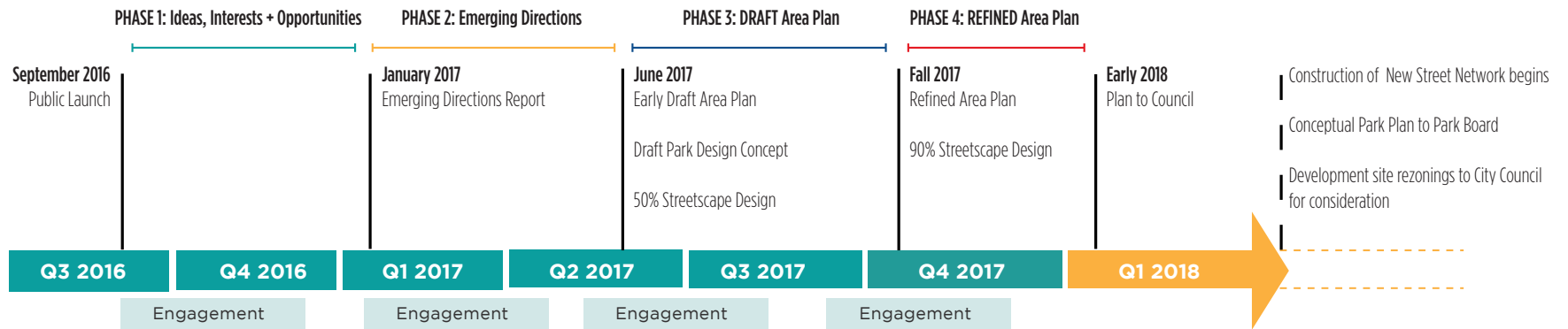
Phase 3 Engagement

Phase 4 Engagement





## Northeast False Creek Area Planning Timeline



## Northeast False Creek Planning Process

In 2015 Vancouver City Council chose to move forward with a plan to replace the Georgia and Dunsmuir viaducts with a new at-grade street network that will better serve the area. This decision is dependent on a new Area Plan for Northeast False Creek. This new area plan will allow us to reconnect Downtown, the historic communities of the Downtown Eastside and Chinatown and communities to the south to an inclusive and vibrant new waterfront.

The Northeast False Creek planning process is a multi-phased process led by the Planning, Urban Design and Sustainability Department in conjunction with Engineering Services and the Vancouver Board of Parks and Recreation. This multi-disciplinary project team is working together to create a vibrant new community in the last major undeveloped area in downtown Vancouver.

The planning process kicked-off publicly in September 2016.





Carrall Street Block Party for the DRAFT Area Plan release in June 2017.

## About this report

The **Final Consultation Report** — summarizes key feedback and core themes generated between July 2016 and December 2017 as part of the Northeast False Creek planning process. The engagement process for the Northeast False Creek Plan was designed to move from broad to deep. **Phase 1: Ideas, Interests and Opportunities** was designed to gather big ideas for the future of Northeast False Creek, with a focus on people and public spaces. **Phase 2: Emerging Directions** was designed to use the big ideas generated in Phase 1 to develop emerging policy directions for the area. **Phase 3: DRAFT Area Plan** took the feedback and key

themes from the Emerging Directions phase and used them to develop policy for the DRAFT Area Plan document. Feedback gathered in this phase was used to refine the area plan for **Phase 4: Refined Area Plan**.

What follows is a summary of the key findings and themes throughout the process — gathered through multiple engagement channels including: public events, stakeholder workshops, presentations, panels, online engagement tools (interactive maps, digital stickies and online surveys), social media and ‘Action While Planning’ activities.



# Engagement Objectives for the Northeast False Creek Area Planning Process

The overall engagement objectives were to:

- *Ensure broad awareness of the NEFC project;*
- *Generate timely and meaningful input from a wide range of community members and stakeholders; and*
- *Clearly and effectively weave the input into the planning and design process.*

Success for this initiative is measured by the degree of awareness of both the NEFC project itself and of the diverse opportunities to provide input across a wide range of stakeholders and members of the general public.

*In terms of range, we mean both geographically and demographically varied participants.*

Ultimately, successful implementation of the public engagement program led to a better, more innovative and clearly rationalized plan with public support that visibly responds to public feedback and aspirations. The program also built broad community awareness and support of some of the City's existing policies and programs such as Transportation 2040, Renewable City Strategy, Greenest City 2020, Healthy City Strategy and the Housing + Homelessness Strategy.



## PHASE 1: Ideas, Interests + Opportunities

## PHASE 2: Emerging Directions

## PHASE 3: DRAFTING

**September 2016**  
Public Launch

**January 2017**  
Emerging Directions Report

**June 2017**  
Early Draft Area Plan  
Draft Park Design Co  
50% Streetscape Des

**Q3 2016**

**Q4 2016**

**Q1 2017**

**Q2 2017**

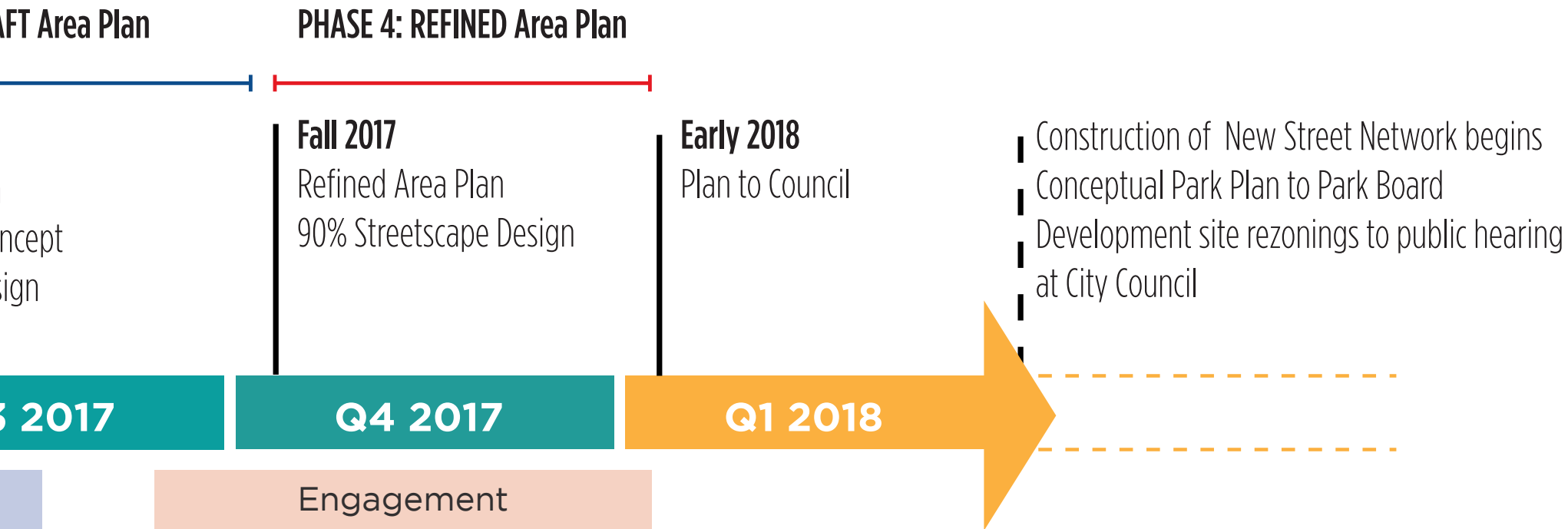
**Q3 2017**

Engagement

Engagement

Engagement





**3,286 People Engaged to date**





## Phase 1 Engagement: Ideas, Interests + Opportunities

# Engagement Highlights — Phase 1



**1000+**

people attended the  
**NEFC Launch Party** on  
September 15th 2016



**244**

stakeholders attended  
one of **9** topic-specific  
workshops



**300+**

people participated in  
student-designed **urban**  
interventions in NEFC



**10**

**City Advisory Committees**  
were consulted during Phase 1



**1576**

unique visits to the **online**  
engagement tools



**2248**

respondents completed  
the **Downtown Skate Plaza**  
online survey



**Phase One Engagement during  
the Northeast False Creek  
Area Planning Process**

**NEFC Stewardship Group**

**Expert Design Panel**

**Stakeholders**

**Public Engagement**

Orientation  
Session

**Q3 2016**

September 2016  
Public Launch

**PHASE 1: Ideas, Interests + Opportunities**

**Q1 2017**

January 2017  
Emerging Directions  
Report

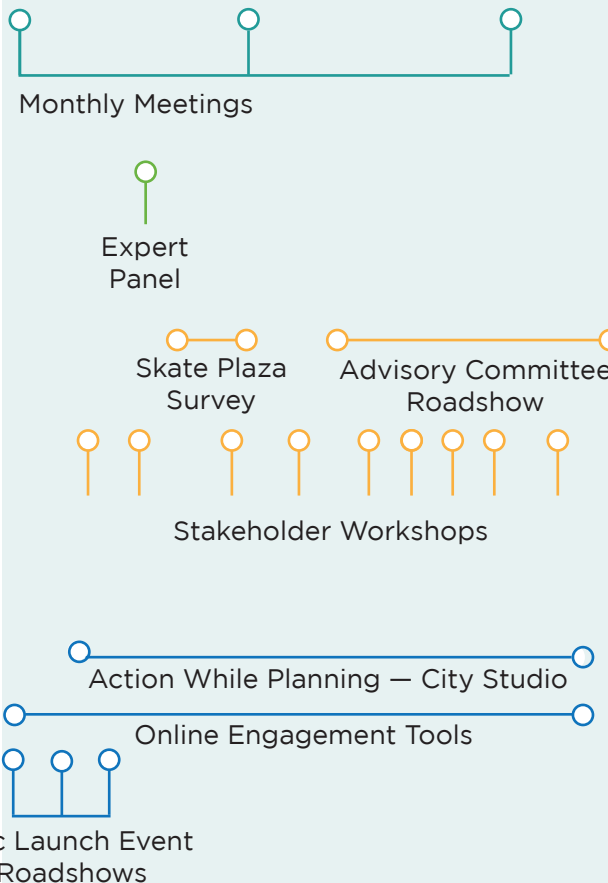
**Q3 2016**

**Q4 2016**

**Q1 2017**

**Phase 1 Engagement**

**Phase 2 Engagement**





## 6 key themes for engagement in Phase 1



## NEFC Engagement Process

Between September 2016 and January 2017 there were 30 opportunities to engage in the Northeast False Creek Planning process, reaching over 5,900 stakeholders and members of the public.

Opportunity to Engage	# of Participants	Notifications
Public Launch Event - Plaza of Nations	~1,000	NEFC listserv, NEFC website, online CoV Event Listings, social media posts and ads, newspaper ads in English and Chinese, invitations to Mayor, Council and Park Board, posters in community centres and libraries, staff invitation on CityWire
Roadshow #1 - VPL	~300	
Roadshow #2 - Carnegie CC	~100	
Online Engagement Tools	1,576	Project website and social media
Stakeholder Workshops	341	Personal email invitations and phonecalls
Skate Plaza Survey	2,248	Personal email invitations and phonecalls
Advisory Committee Workshops	120	Personal email invitations
CityStudio	~300	Personal email invitations, press release, social media
<b>TOTAL</b>	<b>5,985</b>	

## Launch Event — September 15, 2016

In order to kick-off NEFC Area Planning process, a Public Launch Party was held at the Plaza of Nations along the seawall in the NEFC study area. This open-to-everyone event showcased information about the planning process and introduced the six key engagement themes with an opportunity to provide high-level input on each one. Foodtrucks, an interactive LEGO tent, a pop-up shipping container bar and live DJs helped create an all-ages party-like atmosphere at the Plaza. Approximately 1,000 people attended this event.



Public Launch Event -  
Photo Credits: Amanda  
McCuaig and Steve Chou





## Ask an Expert Roadshow

#1: Vancouver Public Library Central Branch:  
September 27, 2016

#2: Carnegie Community Centre:  
September 29, 2016

The Ask An Expert Roadshow events were smaller scale versions of the public launch event held to ensure that people who were not able to attend the launch event still had an opportunity to participate. The same information materials were provided and project team members were on hand to answer questions about the planning process. Approximately 400 people attended these two events.

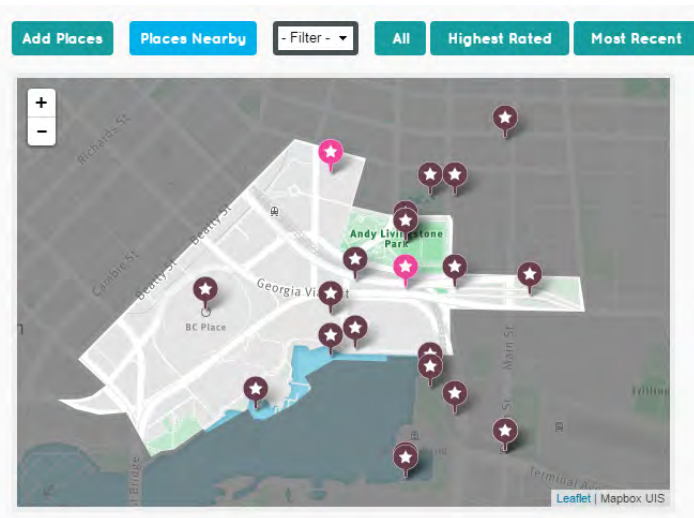
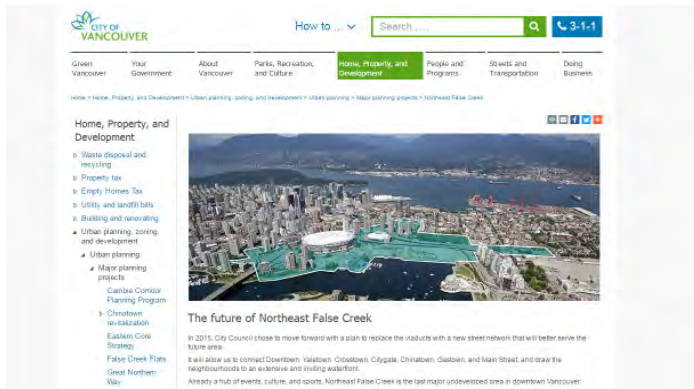


Participant at Carnegie CC, Walk-on map and display boards in VPL Atrium



## Project Website

A dedicated project website was launched at [vancouver.ca/nefc](http://vancouver.ca/nefc) on the same day as the Public Launch Event. The website introduced the 6 engagement themes, provided background information on the project, and provided an opportunity to engage through two online engagement tools.



Top: Screenshot of project website  
Bottom: Screenshot of Places and Spaces Map

Vancouver has a terrible lack of cultural venues. I would urge the consideration of more civic venues/theatres/museums etc.

Theme: Arts + Culture

14

Submitted by Catherine Jenkins (not verified) on Fri, 10/07/2016 - 9:08am

A "mini-stream" flowing from the direction of Burrard Inlet into False Creek to represent the old creek that used to be there from initial mapping of the area, perhaps rock waterfall and bridge over.

Theme: Parks + Open Space

21

Submitted by Rupert Burr (not verified) on Thu, 09/15/2016 - 9:42pm

Focus on urban forms. We can have yet another empty park that some use on sunny days... or have community centres, theatres, galleries, cafes, bars, clubs and shopping used day AND night, all year.

Theme: Play + Work

16

Submitted by Jeff V. (not verified) on Tue, 10/18/2016 - 2:01am

## Online Engagement Tools: #1: Big Idea Wall #2: Places + Spaces Map

The **Big Idea Wall** online engagement tool allowed participants to share big ideas about the future of Northeast False Creek in a public forum. An online input form was provided to gather information that could be assigned to one of the six engagement themes or themed as 'other'. Comments were then posted on a virtual wall for others to see and upvote if desired. 50 people provided Big Ideas across all six themes and 417 votes were cast.

The **Places + Spaces Map** online engagement tool allowed participants to geographically locate thoughts about Northeast False Creek. Users could share both their favourite place and/or an opportunity for placemaking. Comments were then posted on a digital map of the study area for others to see, comment on and upvote if desired. 39 people provided a Favourite Place while 11 people identified a Placemaking Opportunity. Seven comments were provided and 614 votes were cast.

In total, 1576 people interacted with the tools during between September 15th and December 31st, 2016.

Land use along the reconnections (Gore, Main, Quebec etc) should be pedestrian friendly with small storefronts or ground oriented multi-family residential to provide lots of eyes to the street.

Theme: Live

21

Submitted by Anonymous (not verified) on Wed, 09/14/2016 - 8:32pm

We need to ensure Hogan's Alley is recognized in this plan. It could be a gathering place, piece of public art or a newly designed alley - work with the local Black community to make it great!

Theme: History

15

Submitted by Anonymous (not verified) on Wed, 09/14/2016 - 8:37pm

Sample of comments from Big Idea Wall

## Skate Plaza Online Survey

In order to gather feedback related to the relocation of the Downtown Skate Plaza during deconstruction of the viaducts, an online survey was designed and deployed using the Fluid Survey platform. 2,248 surveys were completed with respondents replying from 26 different countries. Results were reported in the *Downtown Skate Plaza Survey Report* (January 2017).



Photo Credit: Ty James

### #NEFCPlan Tweets

Unlike #Toronto's insanity of #GardinerEast Expressway Redo, #Vancouver is replacing its Downtown Expressways with #Placemaking: #NEFCplan. - @HiMYSyED

#NEFCplan Public #engagement  
A container bar, children's Lego area, walk-in map, space for day and night! #viaducts  
-@urbanecondition

Opportunity to shape the future of last undeveloped #Vancouver waterfront starts tonight - join us! #NEFCPlan - @Ross\_McMillan

#NEFCPlan offers opportunity to intentionally plan/build for sea level rise & flooding <https://www.theguardian.com/public-leaders-network/2015/feb/23/vancouver-rising-sea-climate-change-canada-flooding> ... #vanpoli @VanViaducts - @ReConnectVan

## Social Media

Social media was used to help expand our outreach, providing another platform for the public to create, share or exchange ideas and issues related to Northeast False Creek. Through the hashtag #NEFCPlan, we have been able to review Twitter and Instagram responses to help inform the ideas and opportunities for consideration as we developed the Emerging Directions report and the final Plan.





## Northeast False Creek Advisory Committees

In July 2016 Vancouver City Council and the Vancouver Park Board appointed the Northeast False Creek Stewardship Group (NEFCSG) and NEFC Park Design Advisory Group (PDAG) respectively. These citizen advisory committees were formed to help guide the Area Planning and Park Design processes. The groups met monthly with staff to provide direction on public engagement; how to acknowledge and incorporate social, historical, and cultural significance; and how to steward City Council's 11 Guiding Principles for planning the Northeast False Creek area.





## Studio Workshop #1

October 21, 2016

Members of the Northeast False Creek Stewardship Group and Park Design Advisory Groups heard initial ideas for development from area landowners and Park Design consultants and were given an opportunity to provide input on the places and spaces that will shape the future of the area.



NEFCSG and PDAG member Michael Alexander



Experts at work

## Expert Panel Workshop

October 27-28, 2016

A design studio workshop was held with design experts Helle Sørholt from Jan Gehl Associates (DK), Brent Brown from buildingcommunityWORKSHOP (USA), former Director of Planning, Larry Beasley, and Chair of the Urban Design Panel, Roger Hughes and City staff to review and provide comment on early concepts and design aspirations; identify strategic directions; and to develop recommendations for future conceptual planning.



## Stakeholder Workshops

Between September and December 2016, a series of invitation-only stakeholder workshops were held in order to gather input and ideas from key stakeholders on a number of topic areas.

Nearly 350 stakeholders participated in the workshops. Feedback gathered at these sessions was incorporated into the Emerging Directions Report.

Output reports from the workshops can be found on the NEFC project website.

## *Workshop Topics*

---

### ***Great Streets***

Thursday September 15, 2016

### ***Sustainability***

Thursday October 13, 2016

### ***Hogan's Alley***

Wednesday October 19, 2016

### ***Housing***

Thursday October 20, 2016

### ***Arts + Culture***

Thursday November 17, 2016

### ***Parks + Open Space***

Friday December 9, 2016

### ***Area Families***

Thursday December 15, 2016



## Advisory Committee Roadshow

Between October 2016 and January 2017, the NEFC project team presented to and gathered input from 11 Council and Park Board appointed Citizen Advisory Committees.

- Cultural Communities Advisory Committee
- Vancouver Fire Rescue Services Advisory Committee
- Public Art Committee
- LGBTQ2+ & Trans\* and Gender Variant Inclusion Committees
- Urban Aboriginal Peoples Advisory Committee
- Womens Advisory Committee
- Heritage Advisory Committee
- Persons with Disabilities Advisory Committee
- Renters Advisory Committee
- Seniors' Advisory Committee
- Civic Asset Naming Committee

120 Advisory Committee members were consulted on the planning process. Feedback gathered at these sessions was incorporated into the Emerging Directions Report.







## City Studio

CityStudio Vancouver is an innovation hub inside City Hall where staff, university students and community members co-create, design and launch projects on the ground to inspire new ideas about how public space can be used.

This year the Northeast False Creek Project Team worked with CityStudio on the ImaginationZone — an urban intervention project held in Northeast False Creek. Five teams of students designed and implemented projects including an interactive illuminated bike lane, a food security map, lounge chairs, a mobile tea cart and a performance art-based umbrella taxi.

In addition to the ImaginationZone, a second-year history class at SFU created a series of historical plaques and short videos that will be displayed throughout Northeast False Creek in Summer 2018.



Top: Final presentation of CityStudio projects at the Emerging Directions storefront in January 2017.

Bottom: Cyclist using IllumiLane bike path designed by CityStudio students as a part of the Imagination Zone in November 2016.





What We Heard

# What We Heard — Phase 1

Over 700 comments were gathered at public events, meetings and through the online engagement tools and social media.

All input gathered was transcribed (where necessary) and analyzed. Where applicable, open-ended responses were read and assigned a 'code' or a theme to allow for grouping of similar ideas. Answers that were off-topic, vulgar or illegible were given a code of N/A and not included in the results.

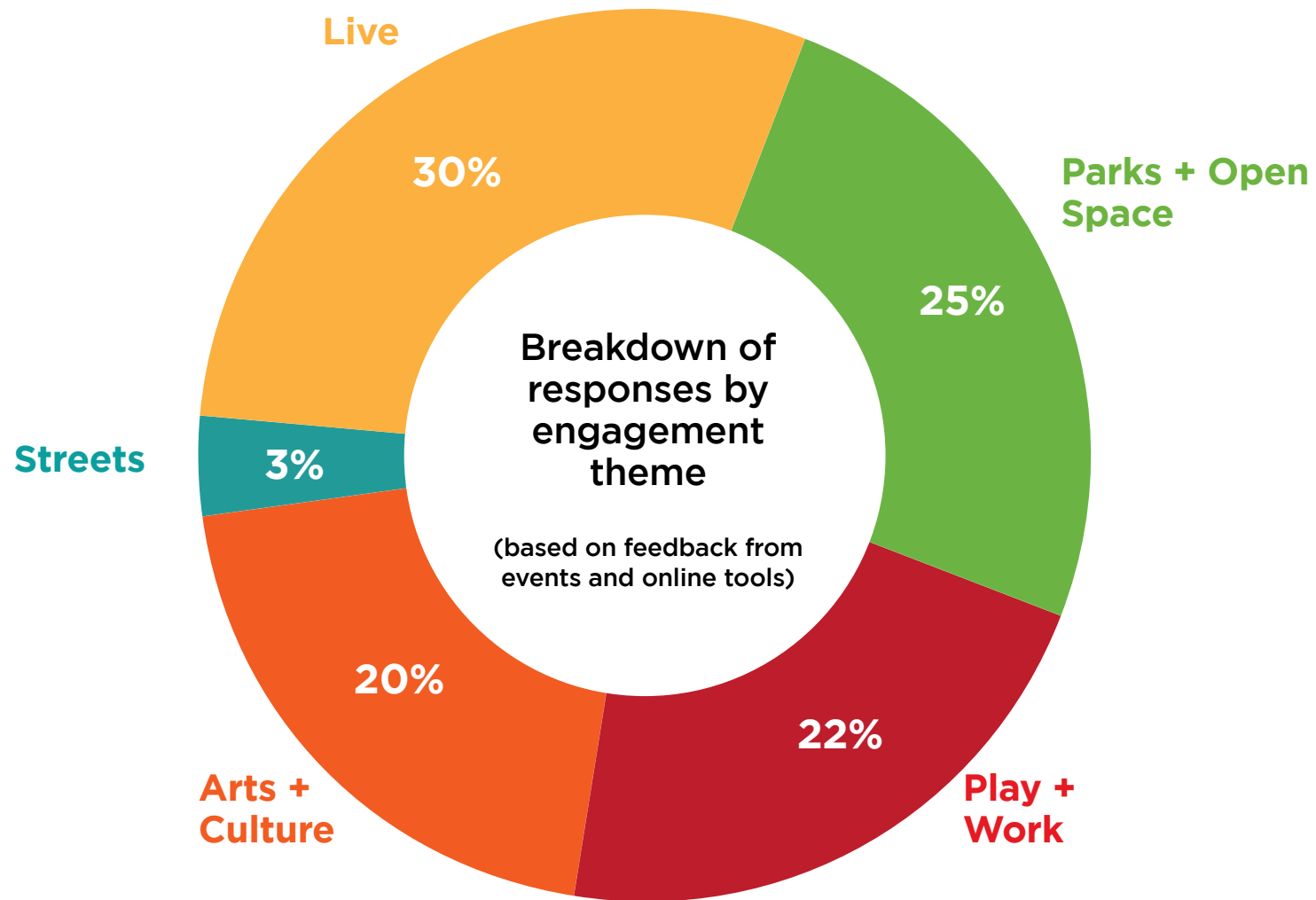
The engagement results will be presented in the following categories:

- Places + Spaces (geographically specific input)
- Live (Housing)
- Play + Work
- Arts + Culture
- Streets
- Parks + Open Space.

From the non-geographic input gathered, the Live theme received the highest number of comments followed by Parks + Open Space, Play + Work, Arts + Culture. and Streets.

All input received was used to develop the six Core Community Values which helped shape the Emerging Directions release in Phase 2.





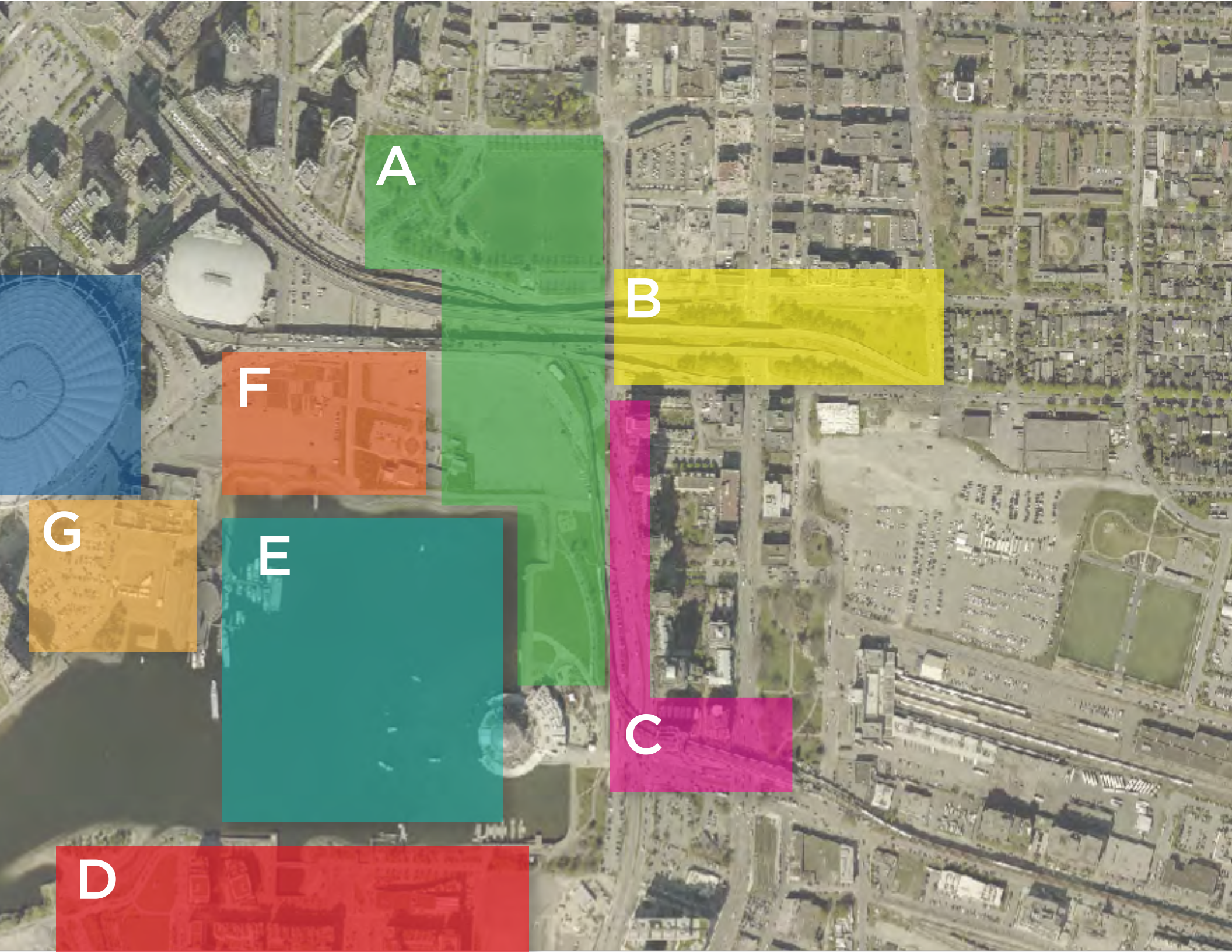
# 1. Places + Spaces

During the public launch event and two roadshow events over 290 comments were gathered on the large walk-on map of NEFC. Participants were asked to geographically locate thoughts about Northeast False Creek — including what they loved, what they didn't like and hopes for the future.

The responses were sorted by location as illustrated on the adjacent map. Responses that fell outside these locations were sorted as 'Adjacent Areas'.







A

B

F

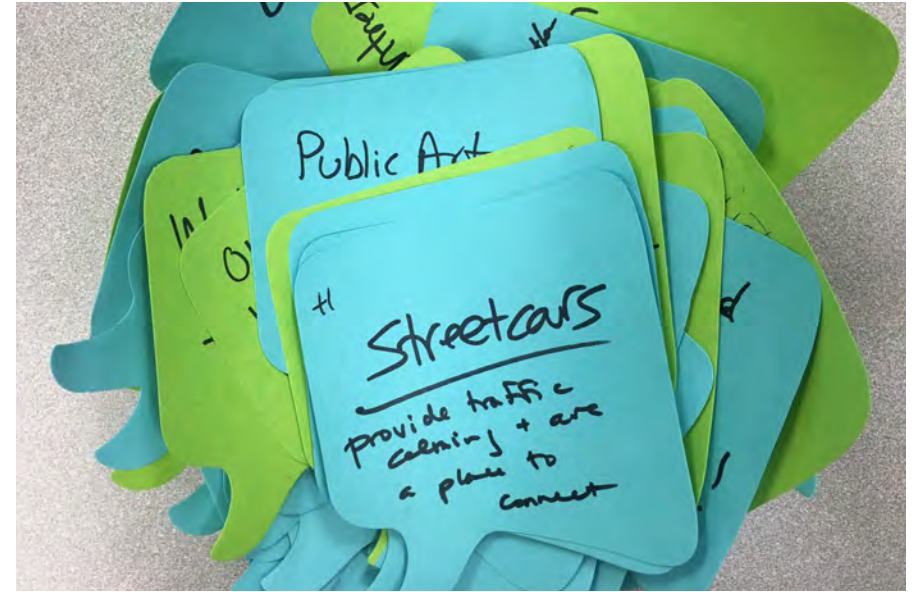
E

C

G

D





## A. Creekside Park (Existing and Expanded)

There were 86 comments placed on and around Creekside Park (existing and future park areas).

Comments on and around the existing Creekside Park and the planned Creekside Park extension highlighted the desire for a large, accessible park that was welcoming to all users. There was concern regarding the final park size and configuration, as well as the interface between the park and new development. There was a desire to include local First Nations in the planning and design process and to ensure that the park edge adjacent to Chinatown was permeable and inviting.

## B. Main Street Blocks

There were 49 comments placed on the area of the Main Street blocks.

The majority of comments relating to the Main Street blocks and surrounding areas indicated a strong desire for an inclusive and accessible community with a large supply of social housing, amenities such as cultural spaces, daycare and support services for vulnerable populations. Recognizing Hogan's Alley was explicitly mentioned as was food security, maximizing public space and concerns around increased traffic volumes.

## C. Quebec Street + Terminal Avenue Corridor

There were 28 comments placed on the area of Quebec Street between Terminal Avenue and Prior Street.

Feedback placed on or near Quebec Street was predominately concerned with the potential for increased traffic volumes, parking impacts, and pedestrian and cyclist safety issues. There was a desire for light-rail or streetcar service along Quebec Street and Pacific Boulevard connecting NEFC and SEFC as well as concern regarding construction noise and impacts during the removal of the viaducts and construction of the new street network.

## D. Southeast False Creek

There were 14 comments placed on the area of Southeast False Creek (SEFC).

The majority of comments placed on or near SEFC related to protecting views of BC Place and the North Shore Mountains. Other comments included positive feedback on Hinge Park and Habitat Island and a desire for beachfront water access in SEFC.



## E. False Creek Basin

There were 25 comments placed on the area of the False Creek Basin

Comments placed in or near False Creek showed a strong desire for an active waterfront — a place with event and festival potential, perhaps through a floating stage or entertainment barge. The active waterfront would be inviting to non-motorized watercraft and other watersports uses (e.g. boathouse, floating pool) with a focus on improved water quality through natural filtration and aeration by fountains in the False Creek Basin.



## F. New Development (Concord Pacific and City of Vancouver site)

There were 31 comments placed on and around the Concord Pacific and City of Vancouver sites.

Comments placed on or near the Concord Pacific and City of Vancouver development sites were focused on the livability of the area with an emphasis on public amenities such as access to fresh local food, libraries, galleries, plazas and bike share facilities as well ensuring that the interfaces between the new development and the park and street network are safe and designed at a human-scale.



## G. New Development (CMP/Plaza of Nations site)

There were 26 comments placed on the area on and around the CMP Development site.

The majority of comments placed on or around the CMP development site were highlighting the historic events and entertainment legacy of the area (i.e. Expo 86, 2010 Winter Olympics, and the Plaza of Nations). There was an emphasis on public gathering spaces, plazas and an entertainment venue for live music and performances. Public amenities such as community centres, museums and galleries were also desired in this area. Re-naturalizing the shoreline by the existing BC Pavillion was also mentioned.



## H. BC Place Stadium

There were 7 comments placed on or around BC Place Stadium

There was a strong desire to protect the views to the stadium from the south shore of False Creek and the surrounding area. Additionally there was hope for better pedestrian and cyclist connectivity and signage to and from the stadium from adjacent areas allowing for increased active transportation options for stadium events.



## I. Cooper's Park + Kayak Racks

There were 13 comments placed on the area around Cooper's Park and Marinaside Crescent.

The majority of comments on and around Cooper's Park called for upgrades and improved maintenance of the park including: public art, grass restoration and picnic amenities. Additionally, there was concern regarding the underutilized canoe/kayak racks under the Cambie Street Bridge and how to best utilize that space.



## Adjacent Areas

There were 18 comments placed outside the NEFC study area.

Comments placed outside of the NEFC study area focused on: access to public transit — including calls for free transit access in the downtown core and NEFC area; free public Wi-Fi in the city; a desire for makerspaces and hackspaces; and comments relating to accessing fresh, local food in the surrounding neighbourhoods.

## 2. Live (Housing)

### What we heard

Input gathered from participants related to 'Live' focused on one of five main themes: Housing, Amenities, Livability, Design and Transportation. Affordable housing was the most common concern followed by access to fresh local food, a vibrant waterfront and a desire for interesting, human-scale development and architectural design.

#### Housing

- Include affordable, accessible housing for all residents
- Provide more affordable family housing (focus on 3BR)
- Encourage regulation of AirBnB to protect rental housing stock
- Provide affordable housing for seniors
- Provide a mix of housing types: market, rental, co-op, supportive

#### Amenities

- Provide access to fresh, local, affordable food and groceries
- Build places to enjoy live music and performances
- Family amenities: daycare, schools, community centres
- Offer health and wellness amenities in the area

#### Livability

- Create a vibrant waterfront with patios, restaurants and public plazas
- Encourage activity at street level with a great pedestrian realm
- Provide a strong focus on connecting adjacent areas to the waterfront

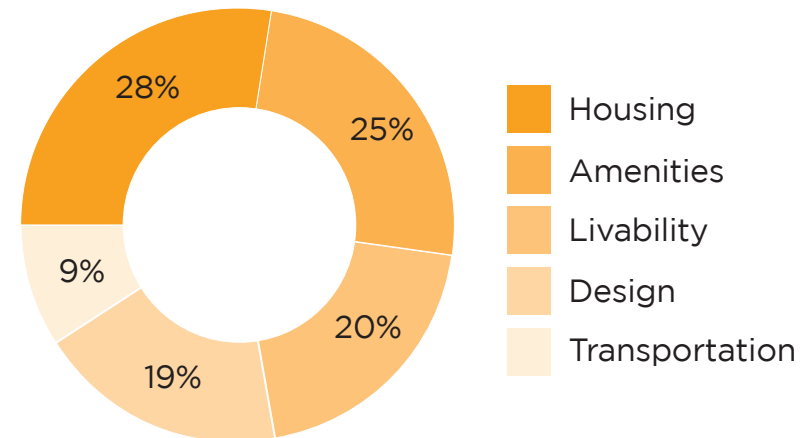


Chart illustrating number of comments received by theme.

#### Design

- Promote human-scale development - not a 'sea of towers'
- Encourage interesting built form - i.e. color, building materials, height, massing
- Protect views of the North Shore Mountains and BC Place Stadium

#### Transportation

- Design streets and access for all users
- Separate cycling and pedestrian paths
- Plan for increased transit through the area (LRT, Streetcar)



## Direct quotes:

"Truly affordable housing for local residents, local workers and families with children."

"Give owners more options to afford living in one of the world's most expensive cities."

"Variety of housing types, shopping and recreation opportunities."

"Make it feel lived in - not sterile... some colour in the buildings please!"

"Quality childcare facilities!"

"Make it bike AND pedestrian friendly."



Image courtesy: flickr user sama093



### 3. Play + Work

#### What we heard

Input gathered from participants related to 'Play + Work' focused on one of five main themes: Festivals + Events, Design, Community Amenities, Employment + Retail and Accessibility. Ensuring that the area maintained its legacy of events and entertainment was the most common theme, followed by: a desire for smaller retail footprints to encourage small businesses, inclusion of public art and cultural amenities, promoting activities that will keep the area vibrant day + night, and improved transit access during large events.

##### Festivals + Events

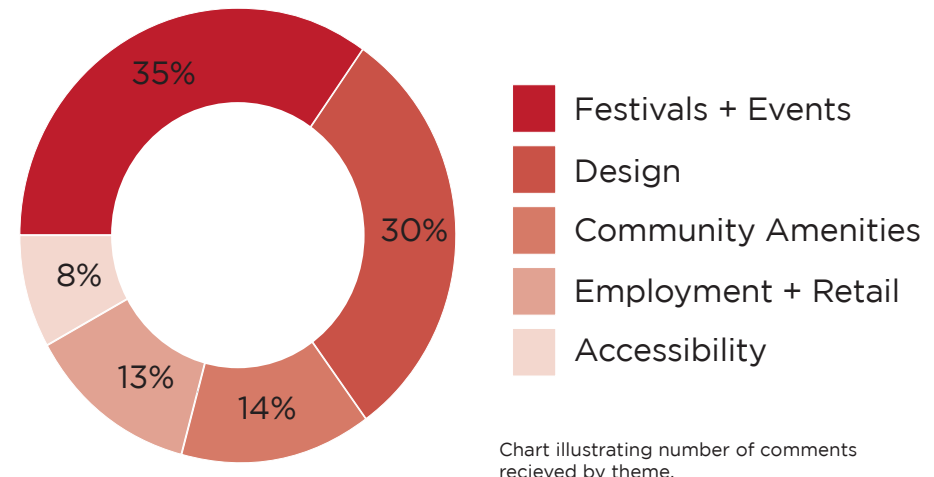
- Build on the successful festival and event history of the area
- Provide outdoor festival and performance space
- Provide space for farmer's markets, foodtruck festivals and art fairs

##### Design

- Allow for smaller footprint retail options that cater to small and independent businesses
- Activate the waterfront through patios and outdoor seating
- Encourage interesting architecture to draw people to the area

##### Community Amenities

- Include public art in the area
- Provide cultural programming space (i.e. learning centres, kitchens)
- Spaces for artists to live/work + sell



##### Employment + Retail

- Encourage retail and restaurant uses that will promote event and entertainment atmosphere
- Allow for cottage or home based industries
- Promote uses that will activate the area day + night

##### Accessibility

- Improved transit access to big events
- Allow for access to neighbourhood from water

## Direct quotes:

"Waterfront promenade, theatres, clubs, art galleries, museums."

"Outdoor stage for art, theatre, music and dance."

"Need better transit access for big events."

"Optimal space of work/play/live where there is a sense of community."

"Build on the legacy of the stadiums and events of the past."

"Focus on encouraging or designating area mostly for entertainment, cultural, arts and outdoor activities."





## 4. Arts + Culture

### What we heard

Input gathered from participants related to 'Arts + Culture' focused on one of five main themes: Performance Space, Public Art, Cultural Spaces, Artist Live/Work/Sell and Other. The desire for a large, multi-purpose performance space/plaza to hold local events and festivals was the most common theme, followed by: a desire for large-scale, interactive public art; culturally relevant spaces and programming; artists housing; and ensuring accessibility for all — regardless of income or ability.

#### Performance Space + Events

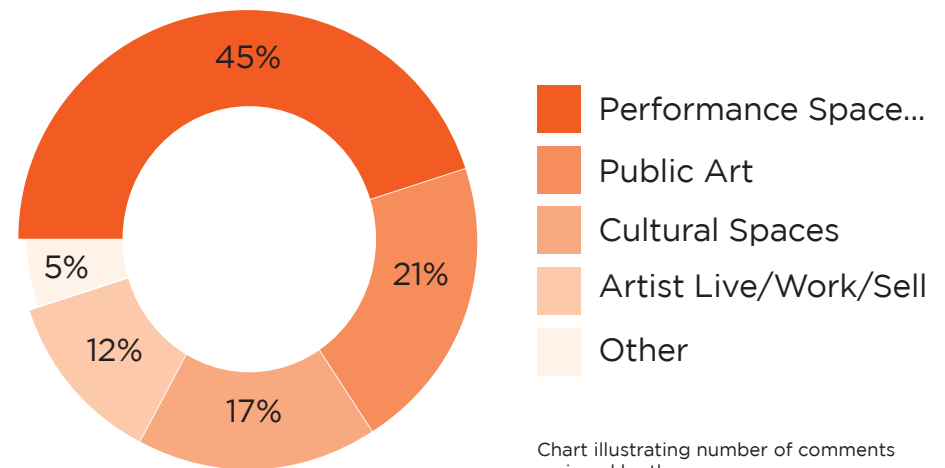
- Large outdoor programmable performance space/plaza
- Provide opportunities for small events on Dunsmuir connection
- Provide space and infrastructure for festivals, markets and fairs
- Need a weather-proof public plaza space

#### Public Art

- Need large-scale, inspiring public art
- Interactive public art
- Public art that commemorates the history of the area

#### Cultural Spaces

- Honouring Hogan's Alley and Vancouver's Black Community
- Encourage the growth and success of arts + culture spaces in adjacent neighbourhoods
- Celebrating First Nations culture
- Encourage galleries, museums and learning spaces in the area



#### Artist Live/Work/Sell Opportunities

- Provide housing for artists
- Provide dedicated, culturally appropriate housing and studio space for Indigenous artists
- Provide places for artists to live, work, perform and sell their goods

#### Other

- Commemorate the important social and cultural history of the area
- Ensure accessibility to all — regardless of income or ability

## Direct quotes:

"Multi-use outdoor event venue that can transition to community park space when not in use."

"Culturally relevant spaces and programming for communities of colour - specifically Chinese elders, Indigenous and Black communities."

"Significant Public Art - like Chicago's 'Bean'."

"Hogan's Alley is important and needs to be recognized."

"A place for artists to live, work and perform."

"Venues for arts, music theatre - Vancouver used to have a lot going on - and it was affordable."



## 5. Streets

### What we heard

Input gathered from participants related to 'Streets' focused on one of five main themes: Connectivity, Traffic/Parking/Noise, Streetscape, Transit and Other. Ensuring connections in and through NEFC was the most common concern followed by construction concerns, desire for 'great streets' and enhanced streetscapes, improved transit and reducing conflicts between vehicles, cyclists and pedestrians.

#### Connectivity

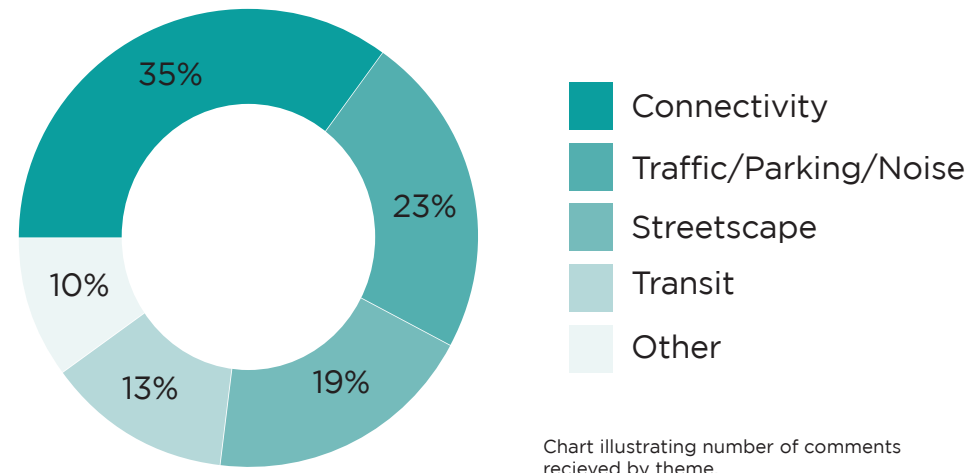
- Ensure All Ages and Abilities (AAA) connections from the Seawall to Downtown core
- Enhance connections for goods movement through area
- Create an active gateway to Chinatown along Main Street

#### Traffic/Parking/Noise Concerns

- Ensure traffic flow during construction phases
- Mitigate traffic and noise concerns along new Pacific Boulevard

#### Streetscape

- Enhanced pedestrian realm - good scale, well lit
- Separate pedestrian and cycle paths
- Include amenities in area — bike parking, street trees, electric car charging stations



#### Transit

- Design to incorporate LRT or streetcars in the future
- Desire to move the existing skytrain track underground

#### Other

- Address concerns over connection to Clark Drive and further east
- Work to reduce conflicts between cars, pedestrians and bikes on a new six-lane street



## Direct quotes:

"This is a good opportunity to repair the traffic patterns between Gore/Carrall and Prior/Pender."

"The plan should not ignore reconnecting vehicular connections for moving people and goods."

"Pacific Blvd needs to be beautifully scaled, good lighting."

"LRT or streetcar please."

"AAA bike and walk connections from the seawall to DT."

"Rethink the super road proposed. It will create a much larger, dangerous barrier than the current viaducts."



## 6. Parks + Open Space

### What we heard

Input gathered from participants related to 'Parks + Open Space' focused on one of five main themes: programming, park size and configuration, public space, design elements and beach/waterfront access. Individual program elements (skateboarding, dog parks, community gardens) were the most common suggestion, followed by concern around the final park size and shape, a desire for public plazas and gatherings spaces, park design elements (safety, natural features) and access to the water from an urban beach or naturalized shoreline.

#### Park Programming

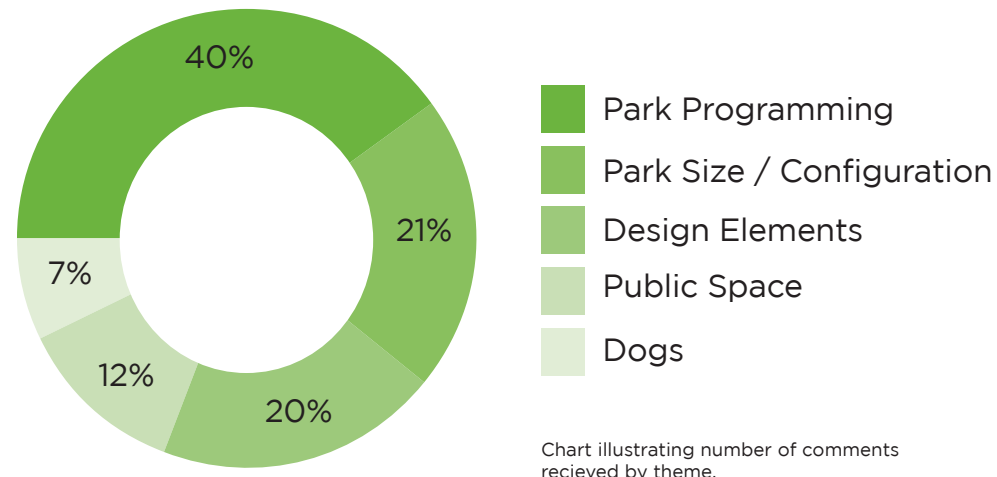
- Consider the following program elements in the new park:
  - Community Gardens
  - Skateboard Plaza
  - Pool or water park
  - Playgrounds and equipment for all ages
  - Non-motorized boating amenities

#### Park Size / Configuration

- Ensure the park size is not constrained by development
- Protect the park from shading from towers
- Maximize waterfront edge of park

#### Public Space

- Design spaces for people to sit, congregate and mingle
- Consider a larger-scale, all weather public square for gathering, festivals, and special events
- Focus on strong public realm in area — great lighting, street trees, adequate seating



#### Design Elements

- Ensure a mix of formal and informal natural landscape features
- Design using CPTED principles to ensure a safe, accessible park for all users
- Separate cycling and pedestrian paths to reduce conflicts
- Design the park for all ages and abilities

#### Beach / Waterfront

- Provide a launching area for non-motorized boats
- Consider an urban beach — with access to the water
- Re-naturalize the waterfront to mitigate effects of sea level rise



## Direct quotes:

"Free, accessible, inclusive spaces that promote interaction and community building."

"A bigger skateboard plaza - integrated with a public park. Show that we are proud of it."

"We need to make sure that park space is a top priority so people can get outdoors and enjoy this beautiful city!"

"Let nature emerge and guide the planning - what's under all the pavement."

"I am not happy with the size of the park - it keeps shrinking!"

"Creative innovative playspace/ playground for kids, adults and seniors."







Core Community Values

# Core Community Values

The key themes that emerged during this phase were drafted into six Core Community Values. These six Core Community Values were used to help develop the Emerging Directions that were the foundation of the second phase of engagement.





# Affordability

We are at a critical time for housing in Vancouver where households along all parts of the housing continuum face increasing pressures that jeopardize their ability to remain in the city.

The development of Northeast False Creek presents us with a unique opportunity to achieve a significant amount of social housing to help address the issue. Providing a range of housing options in Northeast False Creek will contribute to a healthy, vibrant and inclusive neighbourhood, a strong downtown and a more equitable city for people with a range of income levels.





# Vibrancy

Northeast False Creek will become the new events and entertainment destination in the city — a vibrant and active place to play, work and live - both day and night. Building off of legacy events in the area including Expo 86, the 2010 Winter Olympic and Paralympic Games and Molson Indy, Northeast False Creek will be the home to festivals of all sizes through a series of public spaces, plazas and programmable space,

*Annual visitor numbers to Metro Vancouver continue to climb towards 10 million annually and an average of 9,000 people visit NEFC daily\*. (\*Average of BC Place/Science World/Rogers Arena visitor count per day. Source: Tourism Vancouver)*



# Accessibility + Inclusion

As Northeast False Creek becomes a destination for people locally, regionally and internationally, it will be important to ensure that the area remains inclusive and accessible for all. This includes free and equal access to public places, parks and open space and including a range of retail and entertainment options for people of all ages, abilities and levels of income.

The neighbourhood will also become a place that honours history, reflects community values, and establishes a new model for great city building into the future.





# Honouring History

Northeast False Creek is an area with a rich and diverse history. From the original Indigenous inhabitants and vibrant Chinese and Black communities who called Northeast False Creek home, to the railway and industrial movements that helped shape the landscape — the area holds many stories.

It is imperative that the redevelopment of Northeast False Creek honours these stories. This will be achieved by involving the Musqueam, Squamish and Tsleil-Waututh Nations, and the Chinese and Black communities, in meaningful dialogue throughout the area planning process.

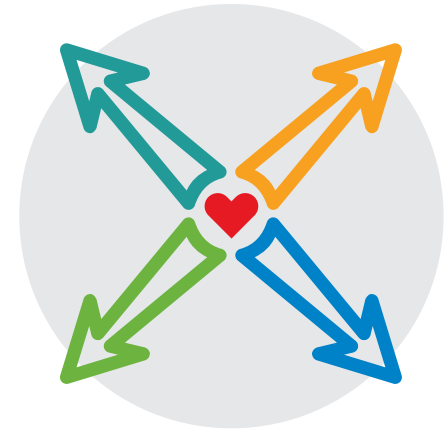




# Connectivity

Northeast False Creek will continue to evolve as the beating heart of the downtown core — connecting the Downtown and historic neighbourhoods to the waterfront and to each other. The area will provide safe, convenient travel options for pedestrians, cyclists and vehicle traffic and connect a series of accessible and inclusive public spaces.

A new series of connected and complete streets will replace the viaducts and offer accessible, convenient and resilient options for people and goods movement.



# Creativity in Design

Northeast False Creek is the last major undeveloped area in downtown Vancouver's False Creek waterfront. It's unique position along the waterfront and conduit for views towards the North Shore mountains, BC Place stadium and Science World, provides a strong opportunity to 'think outside the box' when it comes to the design of the buildings, parks and public spaces in the neighbourhood.

Ensuring unique and responsive architecture and innovative and inclusive public spaces and parks will help affirm Northeast False Creek's role as an integrated and important part of our city.



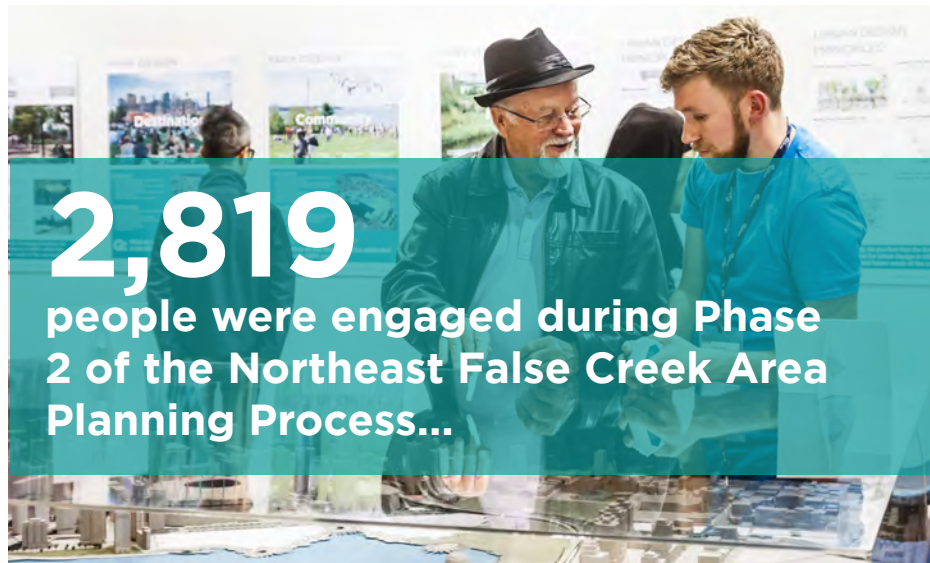


A photograph showing three people engaged in a collaborative activity. On the left, an elderly woman with white curly hair and glasses, wearing a brown patterned jacket, looks towards the center. In the middle, an elderly man with white hair and glasses, wearing a dark jacket and a black scarf, also looks towards the center. On the right, a young man with dark hair and a beard, wearing a blue t-shirt, is leaning over a glass-topped table. He is pointing with his right hand at a small, detailed model of a city or urban development on the table. The background is a blurred indoor setting with large windows and modern architecture.

## Phase 2 Engagement: Emerging Directions



# Engagement Highlights — Phase 2



**1200+**  
people attended the **NEFC Pop-up Storefront** at International Village Mall



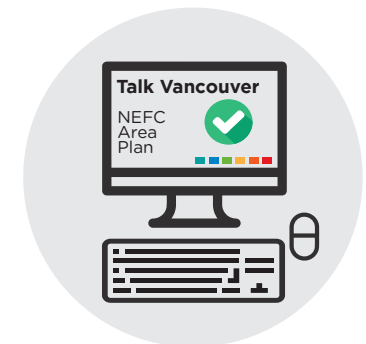
**213**  
stakeholders attended one of **12 different workshops**



**91**  
**area residents** were engaged during five different meetings geared to local issues



**112**  
people took part in the **Hogan's Alley Design Charrette** in May



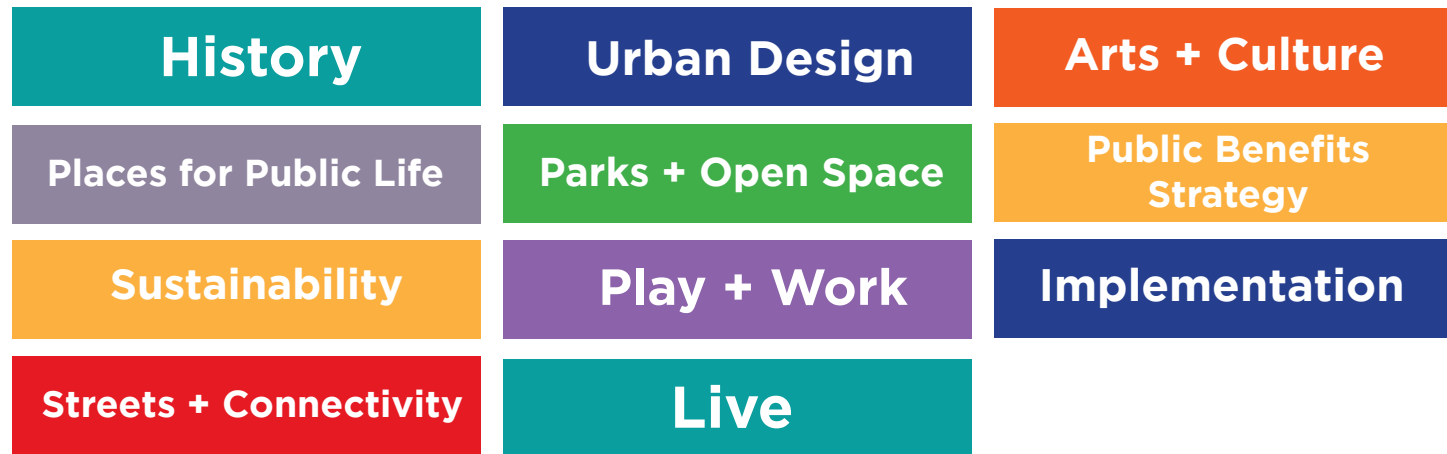
**1235**  
people took the **online Talk Vancouver Survey**

## NEFC Engagement Opportunities - Phase 2

Between January and May 2017 there were 26 opportunities to engage in the NEFC Area Planning process, reaching over 2,800 members of the public.

Opportunity to Engage	# of Participants	Notifications
Storefront - Play + Work	64	Postcards mailed to 25,793 residents of the NEFC Study area and adjacent neighbourhoods, Posters delivered to 73 SRO hotels. NEFC listserv, NEFC website, online CoV Event Listings, social media posts and ads, newspaper ads in English and Chinese, invitations to Mayor, Council and Park Board, posters in community centres and libraries, staff invitation on CityWire
Storefront - Live	101	
Storefront - Open House 1	287	
Storefront - Parks + Open Space	80	
Storefront - Open House 2	335	
Storefront - Streets	105	
Storefront - Arts + Culture	196	Talk Vancouver Panel, NEFC listserv, NEFC website, social media posts and ads, emails to citizen advisory committees and stakeholder networks
Talk Vancouver Survey #1 (English + Chinese)	1,235	
Stakeholder Workshops	213	Personal email invitations and phonecalls
Area Resident Meetings	91	Personal email invitations and phonecalls
Hogan's Alley Charrette	112	Personal email invitations
<b>TOTAL</b>	<b>2,819</b>	

## Phase 2: Emerging Directions Chapters



## About this Phase

This section of the Final Consultation Report summarizes key feedback gathered between January and June 2017 as part of the Emerging Directions phase of the Northeast False Creek Planning process. The Emerging Directions phase built upon the high-level engagement completed during the Ideas, Interests and Opportunities phase.

Public input on the Emerging Directions helped the project team compile the DRAFT Area Plan document that was released in June 2017.

What follows is a summary of the key findings generated through multiple engagement channels, including: public storefront events, stakeholder workshops, design charrettes social media and a city-wide Talk Vancouver survey.



Engagement opportunities  
during the Emerging Directions  
phase of the Northeast False  
Creek Area Planning Process

NEFC Stewardship Group

Stakeholder +  
Rights Holder engagement

Public Engagement

Q1 2017

January 2017  
Emerging Directions Report

Q2 2017

June 2017  
Draft Area Plan

Q1 2017

Q2 2017



Monthly Meetings



Stakeholder workshops +  
Hogan's Alley Charrette



Talk Vancouver Survey



Emerging Directions  
Storefront

# Engagement Opportunities





## Emerging Directions Storefront — January 31 - February 7, 2017

The Northeast False Creek project team set up a week-long ‘pop-up storefront’ at the International Village Mall to bring the Emerging Directions to the public. The ~1,500 square foot space held the Northeast False Creek 1:1000 scale model, display boards highlighting the emerging directions for each of the area plan chapters, early park design directions, a document library, LEGO design area and a traffic modelling video on a large screen TV. An adjoining room held the CityStudio Imagination Zone project display boards and the looping history video project.

Each day had a different ‘theme’ with City staff on hand to answer theme -pecific questions (e.g. Streets, Arts + Culture, Parks) with two ‘open house’ events with staff from across disciplines in attendance. Over 1,200 people visited the storefront over the 7 day period.



Clockwise from top —  
Storefront visitor looking  
at the NEFC model,  
visitor watching the traffic  
modelling video and youth  
building their future NEFC  
neighbourhoods in LEGO.







Clockwise from top —  
Storefront visitors looking  
at the NEFC model, visitors  
reading in the background  
document library, students  
from Strathcona Elementary  
watching the CityStudio  
history videos

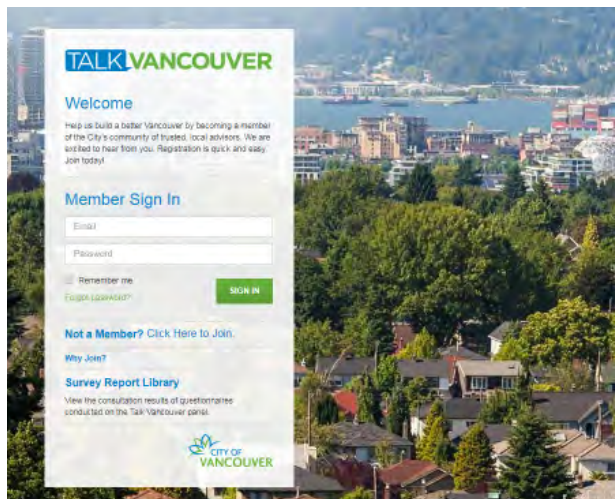
## Emerging Directions Talk Vancouver Survey

January 29 - Feb 15, 2017

An online survey was available on Talk Vancouver to gather feedback on the Emerging Directions for Northeast False Creek. The survey was offered in English and in Traditional Chinese. Over 1,200 completed surveys were received.

The survey offered a brief introduction to the project, links to the Emerging Directions report and an opportunity to select the chapters they wished to provide input on.

Open ended survey results were coded by theme or category. These responses helped the project team develop the DRAFT Area Plan.



### METHODOLOGY

#### DETERMINING CODING CATEGORIES

As a first step in coding the responses to seven open-ended questions in the Talk Vancouver Emerging Directions survey we reviewed and coded approximately 30-50 responses to each of the questions to determine the most suitable coding categories for each question. After this initial exploration, we determined significant overlap amongst the answers to the questions and decided that the best approach was to use the same coding categories across all questions.

To enable distinct reporting on each question, we uploaded the responses to each question into the *NVivo Qualitative Data Analysis* software as separate datasets. We further separated each of those datasets into 3 groups, depending on how the respondent had answered an earlier question: yes; yes with some changes; no; or don't know.

Following the pilot stage, we conducted a close reading of all the responses and coded them to all the coding categories to which they were applicable. During this stage, as we came across additional topics with frequent mentions, we created additional coding categories.

## Events + Entertainment Workshop

March 7, 2017

On March 7, 2017 stakeholders from the Events and Entertainment community attended a workshop to learn about the NEFC Plan and to provide their professional input. The workshop was designed and held in partnership with Tourism Vancouver.

At the workshop, participants discussed the strengths, weaknesses, opportunities and challenges for an events and entertainment district in Northeast False Creek.

Feedback generally fell into the following categories:

- Connectivity
- Infrastructure
- Capacity
- Programming



Outputs from the Events + Entertainment Workshop

## Chinatown Workshop

April 8, 2017

On April 8, 2017, 23 stakeholders from the Chinatown community attended a workshop to learn about the Northeast False Creek Plan and to provide their professional and community-based input.

Attendees focused on three key areas:

- Main Street blocks
- Parks + Open Space
- Streets + Transportation

High-level feedback included:

- Acknowledging the adjacent cultural assets in Chinatown and exploring opportunities to anchor the corner of Keefer Street and Quebec/Columbia Street as the central Chinatown Cultural Precinct.
- Exploring ways to use the Northeast False Creek Plan as an opportunity to reflect Chinese cultural values in the uses, places, programming, shops, restaurants and amenities in the area.
- There is an acknowledgement that Chinatown is often asked to compromise — and it is important to ensure that elements within the Northeast False Creek Plan clearly benefit the Chinatown community.



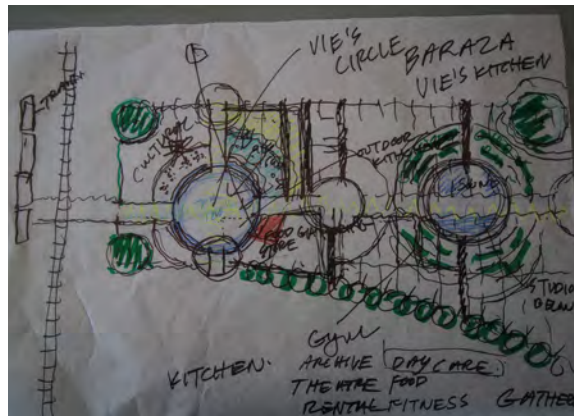
## Hogan's Alley Design Charrette - May 11 - 13, 2017

The NEFC Project team organized a three day design charrette with the Hogan's Alley Working Group to explore design options for the Hogan's Alley block. Architect Zena Howard from Perkins + Will's North Carolina Office was brought in to lead the charrette process. Ms. Howard's previous work includes the Smithsonian National Museum of African American History and Culture in Washington DC, the International Civil Rights Center and Museum in Greensboro, North Carolina and the Motown Museum in Detroit, Michigan.

Outputs from the charrette were used to help develop policies for the DRAFT Area Plan and led to work by the Hogan's Alley Design Advisory Committee later in the process.



Breakout group on day two of the charrette



Top - visioning exercise

Bottom - sketch design concept

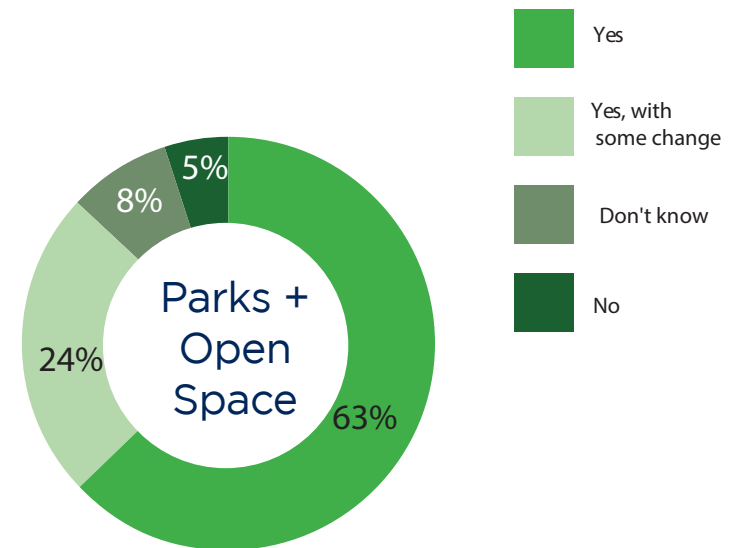
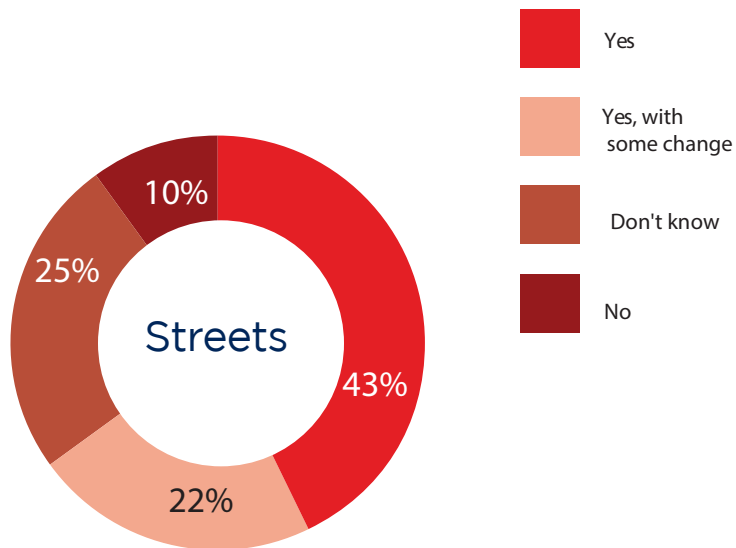
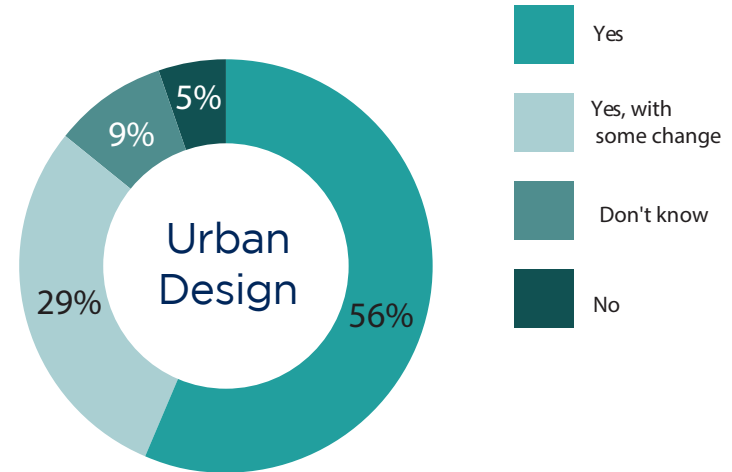
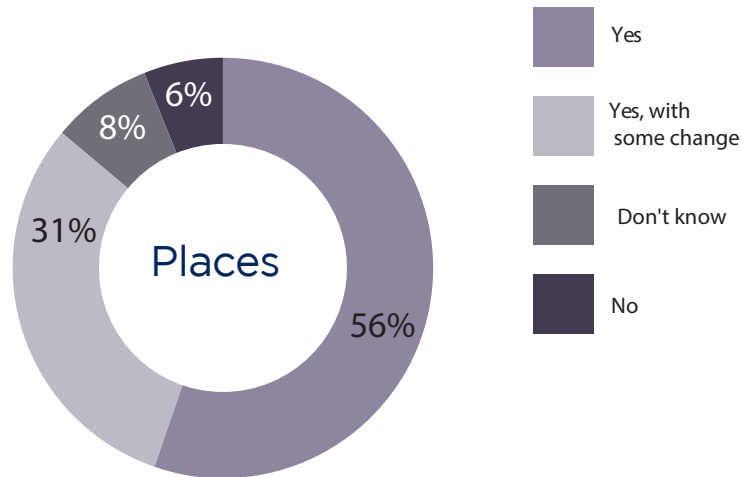




What We Heard

# Emerging Directions - Survey Results

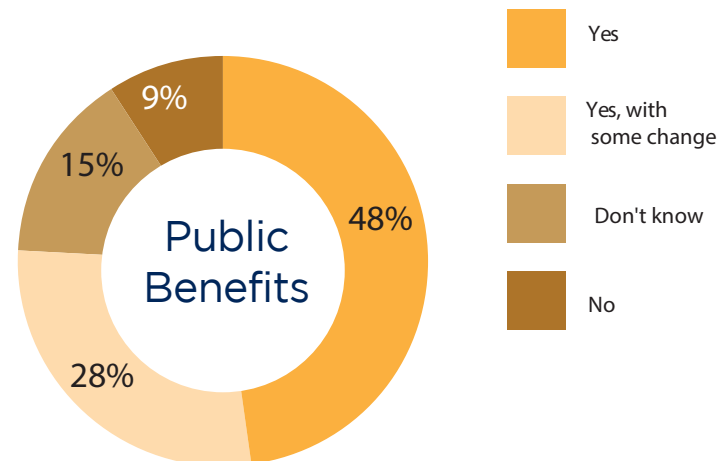
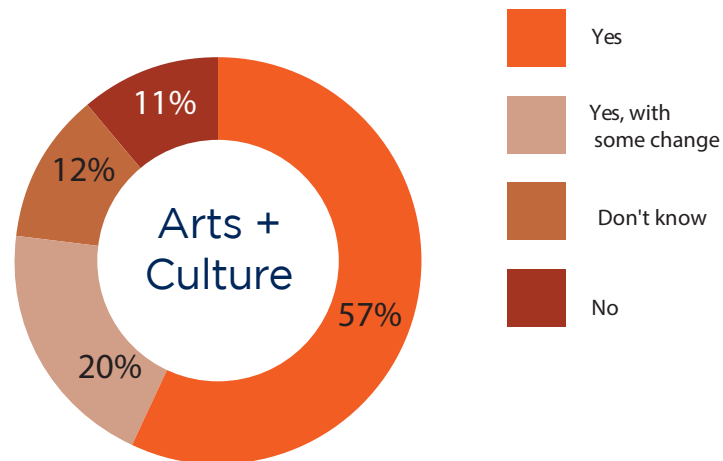
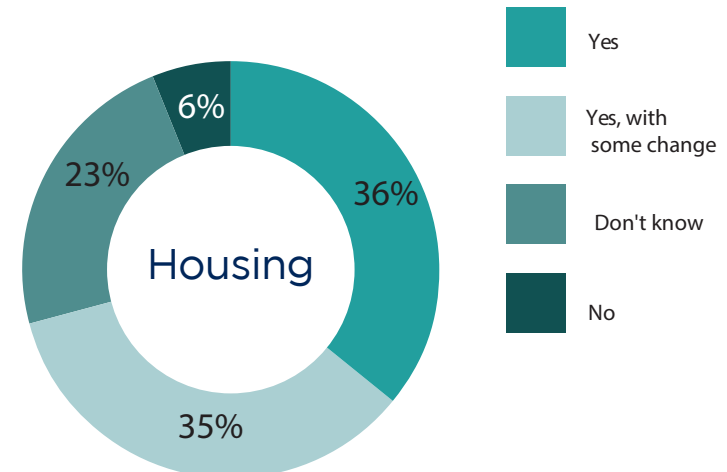
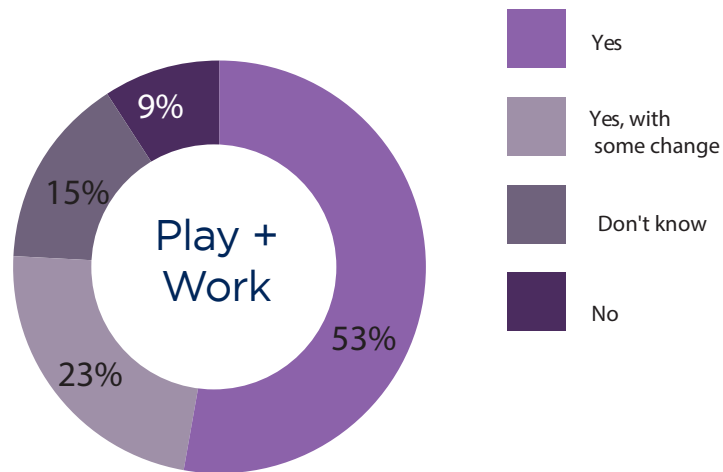
Generally, do you feel that the Emerging Directions reflect the current and future needs of the community?





# Emerging Directions - Survey Results

Generally, do you feel that the Emerging Directions reflect the current and future needs of the community?



# Emerging Directions - Key Themes

Six key themes surfaced during the Emerging Directions phase of engagement. These six themes were used to develop policies for the DRAFT Area Plan released in Phase 3.



# Streets + Connectivity

Connections to and through Northeast False Creek were top of mind for many people during the Emerging Directions phase. Safe and easy access to Science World, Chinatown, the stadia and all points west surfaced as some of the main themes.

Concerns around traffic flow were followed by interest in new bicycle networks - ensuring that new cycling infrastructure is able to meet the needs of cyclists that currently use the Union and Quebec Street Bike paths.

Other concerns related to connecting neighborhoods, ensuring that the new street network can accomodate increased transit capacity, and concern around goods movement through the area.





# Design + Density

There was significant interest in what the new development proposed for Northeast False Creek would look like. Interest in the design, density and mix of uses was one of the key themes that surfaced in the Emerging Directions phase. There was a strong desire to see active street edges — providing areas for gathering in all kinds of weather,

There was also keen interest in the sustainability of the area — with regards to green building, green infrastructure and how the Plan would address concerns relating to sea level rise.



# Housing + Amenities

Housing is a hot topic across the City of Vancouver — and Northeast False Creek is no exception. Provision of housing and amenities surfaced as one of the key themes in the Emerging Directions phase. There was overwhelming interest in the provision of affordable, accessible housing for all — with a focus on: families, seniors and artists,

Additionally, there was strong support for childcare spaces, schools, recreation centres and other local serving amenities to meet the needs of future residents.

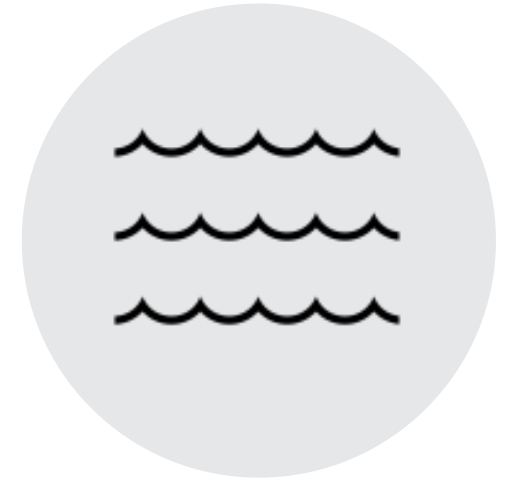




# Waterfront

The interface between the waterfront, new development and parks and open space is of key interest to the public. It will be important to ensure uninterrupted seawall access along the False Creek shoreline.

There has been extensive support and enthusiasm for an active, public waterfront with restaurants, plazas, pavillions and kiosks — drawing people to the waterfront year-round.





# Parks + Open Space

Overall park size and configuration were the two prevalent themes during the Emerging Directions phase. There was also significant interest in the plans for the waterfront sections of the new Creekside Park.

Additionally, there was uncertainty around how the park would interface with the surrounding development sites and the impact it may have on Chinatown.

Respondents also had many suggestions for park programming — with access to water, off-leash dog areas and performance, festival and gathering areas being the top suggestions.



# Timing

Much of the feedback recieved in the Emerging Directions phase had a timing aspect to it. People wanted to know when deconstruction of the viaducts will take place, when the new street network will be completed, when the rezoning and development will begin and when they will be able to use the new Creekside Park.





# Phase 3 Engagement: DRAFT Area Plan





# Engagement Highlights — Phase 3



**3500+**

people attended the **NEFC DRAFT Area Plan Block Party** on Carrall Street



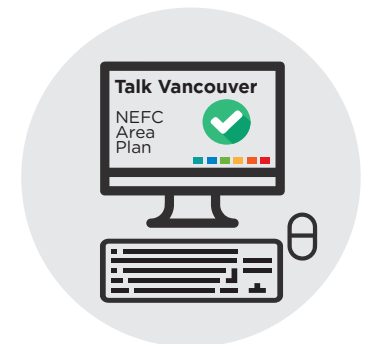
**157**

stakeholders attended one of **6 different workshops**



**53**

**area residents** were engaged during different meetings geared to local issues



**1407**

respondents to the **Talk Vancouver Survey**

## NEFC Engagement Opportunities — Phase 3

Between June and November 2017 there were 23 opportunities to engage in the NEFC Area Planning process, reaching over 5,400 members of the public.

Opportunity to Engage	# of Participants	Notifications
DRAFT Area Plan Block Party	3,500	Postcards mailed to 25,793 residents of the NEFC Study area and adjacent neighbourhoods, poster delivery to 73 SROs, NEFC listserv, NEFC website, online CoV Event Listings, social media posts and ads, newspaper ads in English and Chinese, invitations to Mayor, Council and Park Board, posters in community centres and libraries, staff invitation on CityWire
DRAFT Area Plan - Roadshow 1 (VPL Central)	300	
DRAFT Area Plan - Roadshow 2 (Chinatown)	50	
Talk Vancouver Survey #2 in English + Traditional Chinese	1,407	Talk Vancouver Panel, NEFC listserv, NEFC website, social media posts and ads, emails to citizen advisory committees and stakeholder networks
Stakeholder Workshops	157	Personal email invitations and phonecalls
Area Resident Meetings	53	Personal email invitations and phonecalls
<b>TOTAL</b>	<b>5,482</b>	

### Phase 3: DRAFT Area Plan Chapters

<b>Urban Design</b>	<b>Utilities</b>	<b>Arts</b>
Places for Public Life	<b>Parks</b>	<b>Culture</b>
<b>Sustainability</b>	<b>Play + Work</b>	<b>Public Benefits Strategy</b>
<b>Streets + Connectivity</b>	<b>Community + Homes</b>	<b>Implementation</b>

### About this Phase

This section of the final Consultation Report summarizes key feedback gathered between June and November 2017 as part of the DRAFT Area Plan phase of the Northeast False Creek planning process. The DRAFT Area Plan phase was designed to build upon the policy directions developed during the Emerging Directions phase.

Public input on the DRAFT Area Plan helped the project team develop the Refined Area Plan document that was released in November 2017.

What follows is a summary of the key findings generated through multiple engagement channels during this phase, including: a public block party event, stakeholder workshops, social media and a city-wide Talk Vancouver survey.

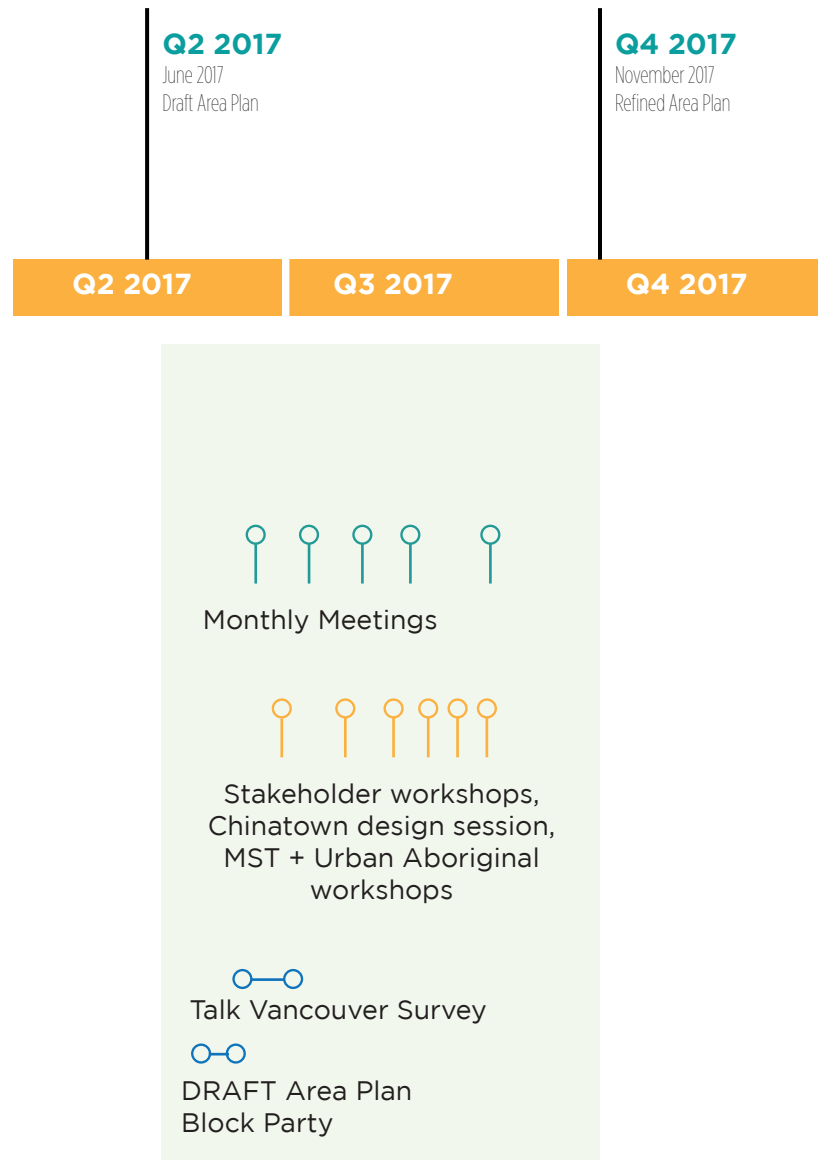


Engagement opportunities during the DRAFT Area Plan phase of the Northeast False Creek Area Planning Process

NEFC Stewardship Group

Stakeholder +  
Rights Holder Engagement

Public Engagement





Engagement Opportunities



## Area Plan Block Party - June 10, 2017

The NEFC Project team set up a city block-long 'block party' on Carrall Street to bring the Draft Area Plan to the public. Carrall Street was closed to vehicle traffic between Expo Boulevard and Keefer Street and a series of tents housing display materials were erected. Materials included: display boards for each of the Draft Area Plan chapters, a section for the 1:1000 scale model, a LEGO tent, an area for the refined park design, an area for the early development proposals, and an interactive games area co-hosted by the Youth Collaborative for Chinatown.

Over 3,500 people attended the block party event.



Clockwise from top — Block party visitors looking at the scale model, Youth Collaborative for Chinatown mahjong and the custom viaducts skate deck created as a prize for skateboard community engagement







## Ask an Expert Roadshow

#1: Vancouver Public Library Central Branch:  
June 13, 2017

#2: Sun Wah Building:  
June 15, 2017

The Ask An Expert Roadshow events were smaller scale versions of the Area Plan Block Party event - held to ensure that people who were unable to attend the Block Party still had an opportunity to participate and view the materials. The information materials were provided in English and Traditional Chinese, and project team members and interpreters were on hand to answer questions about the planning process. Approximately 350 people attended these two events.



From top left: Staff speaking to visitors at model, Open house sign at VPL Central, Open House sign at Sun Wah building

## DRAFT Area Plan Talk Vancouver Survey

June 10 - July 1, 2017

An online survey was available on Talk Vancouver to gather feedback on the City's Draft Area Plan for Northeast False Creek. The survey was offered in English and in Traditional Chinese. Over 1,400 completed surveys were received.

The survey offered a brief introduction to the process, links to the Draft Area Plan, short videos on each chapter and an opportunity to select the chapters they wished to provide input on.

Open ended survey results were coded by theme. These responses helped the project team develop the Refined Area Plan.

## Chinatown Working Group

Summer - Fall 2017

The Northeast False Creek project team met regularly with the Chinatown Working Group, a group of Chinatown residents, business owners, advocates and scholars to better understand the unique interface between Chinatown and the Northeast False Creek Plan study area.

Several meetings were held during the summer and fall of 2017 to explore ideas around transportation and circulation, park design, park identity and park interface with Chinatown and the idea of a Chinatown cultural district centred around the Keefer Memorial Plaza, Dr. Sun Yat-Sen Classical Chinese Garden and the Chinese Cultural Centre.

### METHODOLOGY

#### DETERMINING CODING CATEGORIES

As a first step in coding the responses to seven open-ended questions in the Talk Vancouver Draft Area Plan survey we reviewed and coded approximately 50-75 responses to each of the questions to determine the most suitable coding categories for each question. After this initial exploration, we determined significant overlap among the answers to the questions and decided that the best approach was to use the same coding categories across all questions.

To enable distinct reporting on each question, we uploaded the responses to each question into the *NVivo Qualitative Data Analysis* software as separate datasets.

Following the pilot stage, we conducted a close reading of all the responses and coded them to all the coding categories to which they were applicable. During this stage, as we came across additional topics with frequent mentions, we created additional coding categories.

## Hogan's Alley Design Advisory Committee

Formed as a result of the Hogan's Alley Charrette report back, the Hogan's Alley Design Advisory Committee (DAC), a sub-group of made up of eight members of the Hogan's Alley Working Group were tasked with working directly with the design team to co-design the Hogan's Alley block as part of Sub-area 6D. At each decision making juncture, the DAC were asked to bring the work being undertaken with the design team out to the Hogan's Alley Working Group and wider Black Community for check-ins and feedback.

The DAC have met five times with the design team, working through design principles and physical design solutions for the site.



Clockwise from left — Children on a porch in Hogan's Alley (photo: Tracey McDougall), DAC meeting at Perkins + Will's office, and the DAC providing input on concept illustrations.

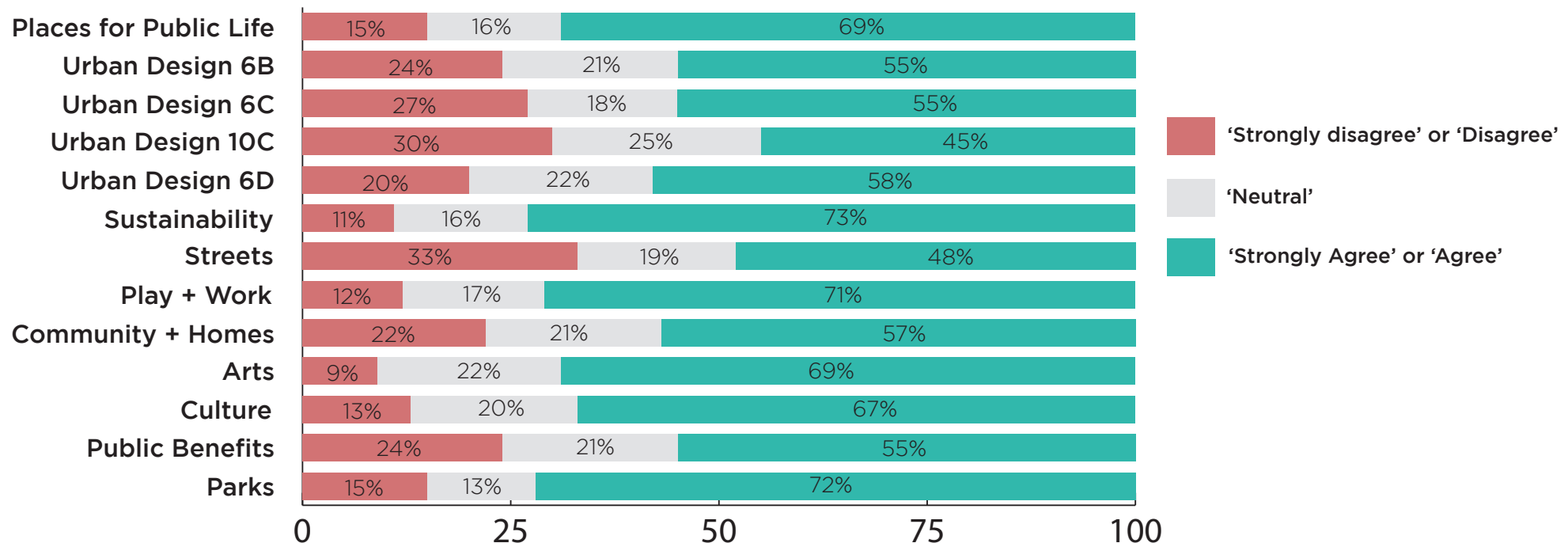


# What We Heard



# DRAFT Area Plan - Talk Vancouver Survey Results

Survey respondents were asked whether they agreed or disagreed with the draft area plan policies in each chapter. The quantitative responses are as follows:



Most chapters received overwhelming levels of support, with the exception of Sub-area 10C (PavCo) and the Streets policies, which received 45% and 48% support respectively. There was significant input received through both the Talk Vancouver survey and face-to-face engagement that led to the creation of the Reconciliation and Cultural Redress and Healthy Community chapters in the Refined Area Plan.



# DRAFT Area Plan - Talk Vancouver Survey Results

Open ended survey responses were coded into one of six key themes:



## DESIGN

There was a strong focus on the density and overall design of the area; incorporation of parks, plazas and greenspace; and the preservation of views to the water, mountains and BC Place. Additional topics included honouring the rich history of the area, ensuring the right balance of community amenities, as well as ensuring opportunities for local and small-scale business.



## HOUSING + LIVABILITY

There was an overwhelming interest in the provision of social housing with a focus on seniors, families and those in core need. This was followed by general concerns around affordability, neighbourhood amenities including childcare, schools and recreation opportunities, and a focus on family and artist housing.



## CONNECTIVITY

Respondents were concerned with how people will move to and through the Northeast False Creek by vehicle, bicycle and on foot. There was also concern around the phasing of the viaducts removal including construction impacts and timing. There was also focus on bicycle infrastructure, public transit and the design of the Great Street (Pacific Boulevard.).



## EXPERIENCES

This related to how users will experience the neighbourhood — with a focus on event and performance space, recreation space, community gardens and public gathering spaces.



## SUSTAINABILITY

There were many comments offering suggestions on how to make Northeast False Creek the most sustainable neighbourhood in the city, including: using solar glass on buildings, increased certification standards, sustainable transportation models and planning for sea level rise and Climate Change.



## ACCESS + INCLUSION

Respondents wanted to ensure that NEFC and the new public spaces will be welcoming to all, including the most vulnerable members of the community. There is a strong desire to see lively, programmable public spaces and access to local, healthy, affordable food.



# DRAFT Area Plan - Hogan's Alley Design Advisory Committee Work

---

The NEFC Plan provides an opportunity to meaningfully honour the Black Community that lived on the block prior to the building of the viaducts, while celebrating the contributions of the contemporary Black Community.

The work of the Hogan's Alley Design Advisory Committee (DAC) and the Hogan's Alley Working Group has led to an innovative community-based co-design of the east block at 898 Main Street.

The design team and community developed the following:

## **Priorities and Themes**

Following extensive engagement with the DAC, Hogan's Alley Working Group and the wider Black Community in Vancouver, the following design priorities emerged:

### *Main Street Cultural Centre*

Main Street has been identified for a cultural centre because of its visibility and connectivity. This location should have a clear presence on the Alley and act as a passage/connection into the interior public open space of the block's interior. It should function as a welcoming, celebratory gateway.

### *Organic Geometry*

The new Hogan's Alley will not replicate the rectilinear 'T' form of the original subdivision lane. However, the three historic entry points (Union, Gore, Prior) are important and to be maintained in the new design. The geometry of the new Alley will be more organic, rhythmic, curvilinear in its path, and/or incorporate geometry of the circle that reflects more African influences.

### *Interior/Exterior*

The character, scale, personality and overall experience of the new Alley internal to the block will be a different experience than the outside of the block. The block interior should be a focus of vibrant life, intimate and small-scale local businesses, music, oasis, safety and community.

### *Passages & Story Telling*

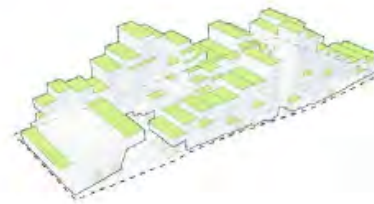
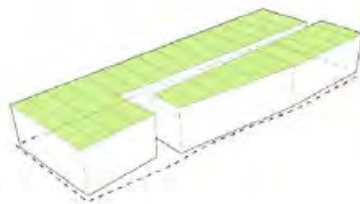
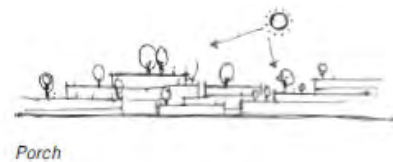
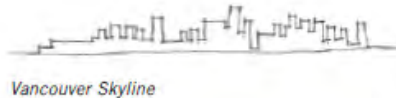
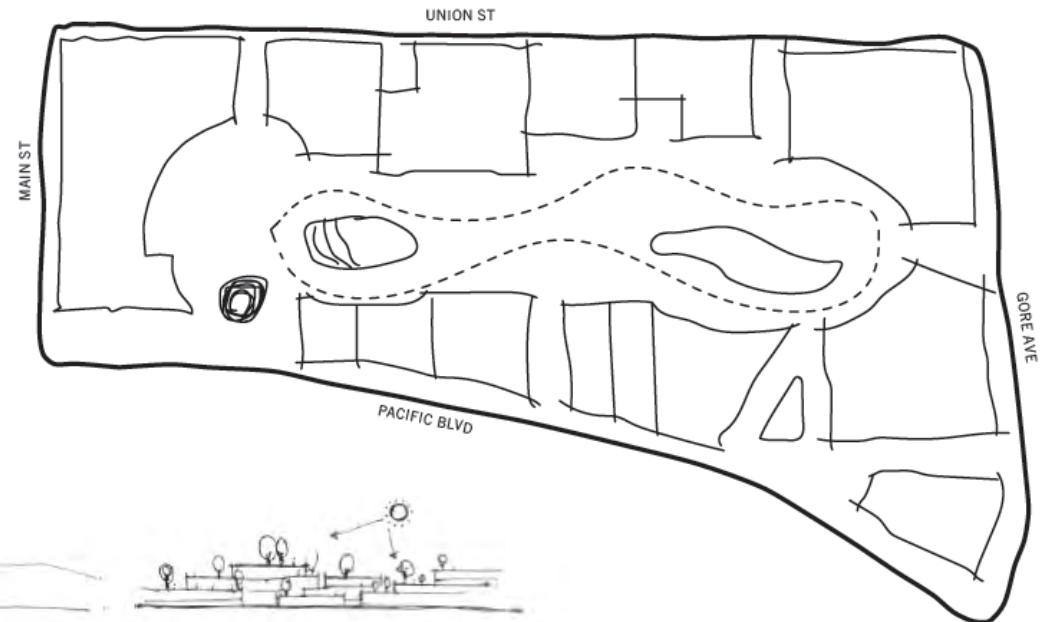
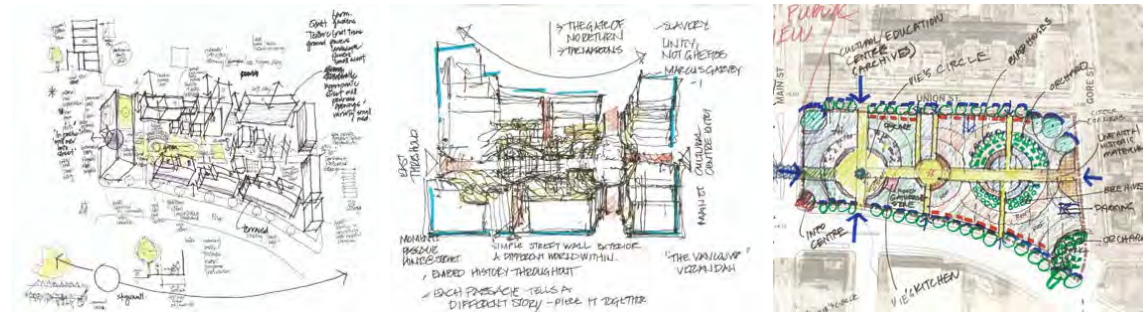
There will be several passages connecting the street to the interior of the block. These will include the three historic lane entrances along with additional entrances. Each passage will be an opportunity to tell the stories of the community and site history and will serve as powerful thresholds of transition.

# DRAFT Area Plan - Hogan's Alley Design Advisory Committee Work

## Space for Social Connections

The overall spatial configuration of the development, including individual buildings and open spaces between buildings have been designed around social connections – porches, terraces, rooftop gardens, and building forms that support social life and connections. There will be a range of scales in space and form to support a variety of activities.

The proposed massing will be a departure from the conventional tower and podium model that characterizes much of Vancouver's recent midrise and high-rise development. The stepped massing is specifically tailored to respect view cones and adjacent contexts and the overall form is expressive of a unified architectural expression. This will render a clear sense of place necessary for its identity as a cultural precinct.



Top to bottom — three charrette outputs, concept provided by the Hogan's Alley Working Group, and the massing concepts provided by Perkins + Will.

# DRAFT Area Plan - Hogan's Alley Design Advisory Committee Work

---

## HOGAN'S ALLEY CONCEPT

### Porches, Passages and Thresholds

#### The Front Porch

The front porch plays a vital role in the life of a community. Porches are where communities happen. Children play, friends meet to hang out and share stories. The porch is where we make introductions and take Sunday photos. It is not quite public and not completely private. The porch is a place in-between the very public life of the street and the very private life of the family.

#### Place In-between

This 'place in-between' is like no other. So too is Hogan's Alley. It resides in-between Vancouver's past and its future; a physical place that was destroyed but is still a flourishing, strong-knit community. The new Hogan's Alley will be a place for community to come together and thrive. It will welcome those in Vancouver and those from afar, particularly those with no other porch to shelter them.

#### The Spirit of Community

The Black Community that lived in Hogan's Alley is honoured by celebrating the history and ensure pursuits on the land honour the history of those that were displaced. It will create a legacy of acknowledging, honouring the past Black

Community while nurturing and developing the contributions of our contemporary Black Community.

#### Access and Inclusion

Hogan's Alley will generate meaningful and substantive opportunities for social and economic inclusion, driving and led by the community. It will be a space that creates access by unlocking resources, reshaping markets, and generating equitable opportunities for all people and provides the necessary stability to build assets in community.

#### Public Places

Passages of varying size will lead to a one-of-a-kind urban space at the heart of the new Hogan's Alley. Contrasting with its simpler, ordered and pragmatic exterior, the interior will feature long, deep porches that give shelter and support cultural, educational and community activities of all types. Reflecting the flowing edges of the block's interior, the ground level porches will tie together this urban 'Public Places' landscape and its surrounding programs. They will truly be places in-between where wonderful things can happen.



# DRAFT Area Plan - Hogan's Alley Design Advisory Committee Work

## Terracing Porches

Terracing upward, the space of the interior will open wide with cascading porches of all sizes. Shared porches will be scaled to the neighborhood of homes at every level. Altogether, the new Hogan's Alley will feature front porches of many sizes along with green terraces and elevated community porches that become destinations for sharing, hanging out, meeting up and supporting community.



Early design concept with overhead walkways invoking the former 'H-frame' power line structures from the original alley.



Eye level views of the plaza and alley - demonstrating the types of experiences one may have while visiting the area.



# Phase 4 Engagement: Refined Area Plan



# Engagement Highlights — Phase 4



**1,551**  
people attended the **NEFC**  
**Pop-up Storefront** at 511  
West Broadway



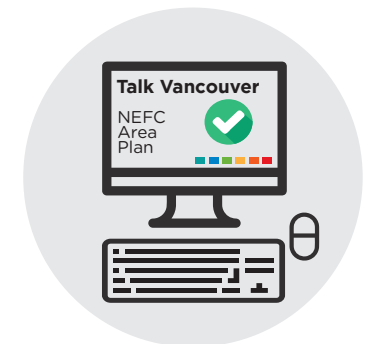
**47**  
stakeholders attended  
different workshops in  
this phase



**54**  
**Advisory Committee**  
**members** were engaged  
during two different  
meetings on urban design



**444**  
people attended the Refined  
Area Plan Roadshow in  
Chinatown



**840**  
people took the **online Talk**  
**Vancouver Survey**



## NEFC Engagement Opportunities - Phase 4

Between June and November 2017 there were 23 opportunities to engage in the NEFC Area Planning process, reaching over 5,400 members of the public.

Opportunity to Engage	# of Participants	Notifications
Hogan's Alley Panel at SFU	350	NEFC website, online CoV Event Listings, social media posts and ads, SFU Listserv, personal emails and phonecalls
Refined Area Plan Storefront	1,551	Postcards mailed to 25,793 residents of the NEFC Study area and adjacent neighbourhoods, poster delivery to 73 SROs, NEFC listserv, NEFC website, online CoV Event Listings, social media posts and ads, newspaper ads in English and Chinese, invitations to Mayor, Council and Park Board, posters in community centres and libraries, staff invitation on CityWire
Refined Area Plan - Roadshow (Chinatown Plaza)	444	
Talk Vancouver Survey #2 in English + Traditional Chinese	840	Talk Vancouver Panel, NEFC listserv, NEFC website, social media posts and ads, emails to citizen advisory committees and stakeholder networks
Stakeholder Workshops	47	Personal email invitations and phonecalls
Advisory Committee Meetings	54	Personal email invitations and phonecalls
<b>TOTAL</b>	<b>3,286</b>	

### Phase 3: Refined Area Plan Chapters



### About this Phase

This section of the final Consultation Report summarizes key feedback gathered between November and December 2017 as part of the Refined Area Plan phase of the NEFC Area Planning process. The Refined Area Plan phase was designed to illustrate the changes made to the DRAFT Area Plan released in June 2017.

Public input on the DRAFT Area Plan helped the project team develop the Refined Area Plan document that was released in November 2017.

Key changes to the Refined Area Plan included the addition of two new chapters, Reconciliation and Cultural Redress and Healthy Community and the merging of the Arts + Culture chapters into one.

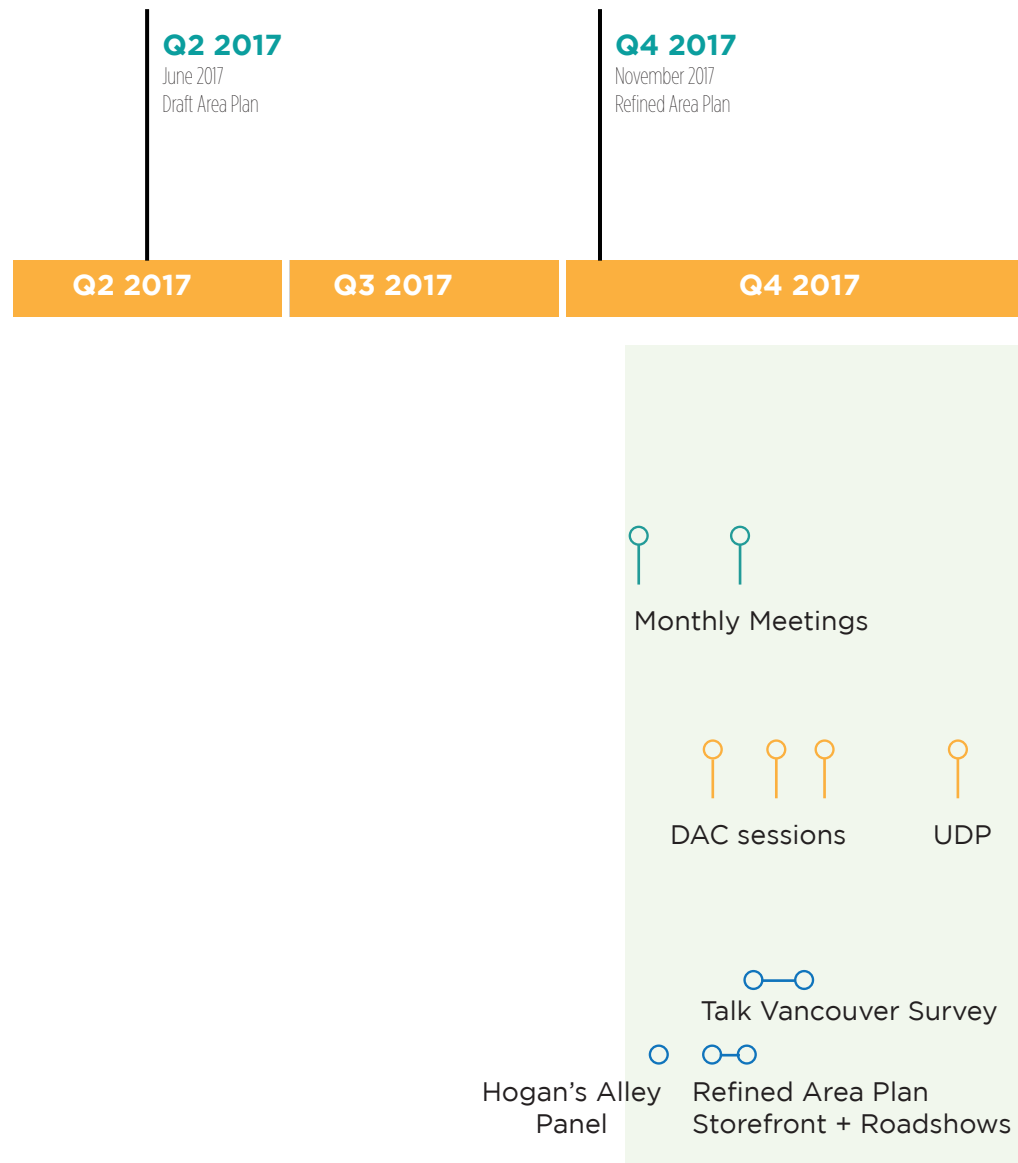
What follows is a summary of the key findings generated through multiple engagement channels during this phase, including: a Hogan's Alley panel event, pop-up storefront, Chinatown event, social media and a city-wide Talk Vancouver survey in English and Traditional Chinese.

Engagement opportunities during the Refined Area Plan phase of the Northeast False Creek Area Planning Process

NEFC Stewardship Group

Stakeholder + Rights Holder Engagement

Public Engagement







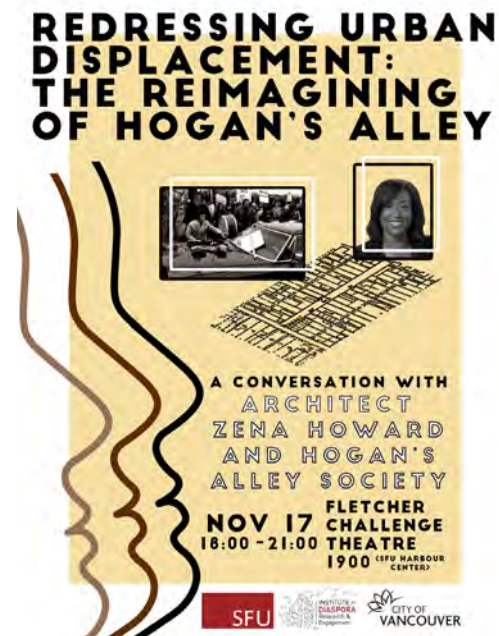
## Hogan's Alley Panel

November 17, 2017

SFU Harbour Centre

This panel, titled Redressing Urban Displacement: The reimagining of Hogan's Alley was co-presented by the City of Vancouver, the Hogan's Alley Society and the SFU Institute for Diaspora Research and Engagement. The panel, with keynote speaker Zena Howard, was comprised of members of the Hogan's Alley Working Group.

Over 350 people were in attendance at the event and the event was broadcast online.



Top: Indigenous welcoming song at the start of the Hogan's Alley Panel;  
Bottom: Event flyer.

## Pop-up Storefront

CityLab - 511 West Broadway  
November 18-22, 2017

The Northeast False Creek project team set up a 'pop-up storefront' in the new CityLab Space at 511 West Broadway in the Crosroads building to bring the Refined Area Plan to the public. The storefront held the NEFC 1:1000 scale model, display boards showing policies for each chapter of the Area Plan, as well as what changed from the last iteration of the document, a document library, the traffic modelling video on a large screen TV.

An adjoining area held the scale models and display boards of the three different development applicants (Sub-areas 6B, 6C and 6D)

The storefront was open from 11am - 5pm everyday except Wednesday, November 22nd when it was open from 3pm-9pm. Approximately 1,500 people visited the storefront over the four days it was open.



Clockwise from left  
— participants in the  
storefront space, 1:1000  
scale model, display boards,  
scale model of site 6C





## Chinatown Roadshow

Chinatown Plaza Mall  
November 24, 2017

The Roadshow event was a smaller scale version of the pop-up storefront held to ensure that people in NEFC and the adjacent communities had an opportunity to engage close to the study area. The same information materials were provided in English and Traditional Chinese and project team members were on hand to answer questions about the Refined Area Plan. Approximately 440 people attended the event.



Scale model and display boards at Chinatown Plaza Mall



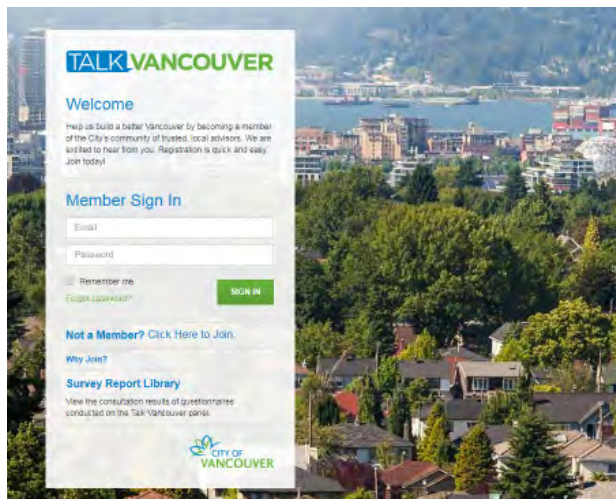
## Refined Area Plan Talk Vancouver Survey

November 18 - December 3, 2017

An online survey was available on Talk Vancouver to gather feedback on the City's Refined Area Plan for Northeast False Creek. The survey was offered in English and in Traditional Chinese. 840 completed surveys were received.

The survey offered a brief introduction to the process, links to the Refined Area Plan, and an opportunity to select the chapters they wished to provide input on.

Respondents were asked whether they agreed or disagreed with the changes made to the Area Plan policies for NEFC (changes from DRAFT to Refined Area Plans).



## Urban Design Panel December 13, 2017

The Sub-area 6D rezoning application was brought to UDP as an evaluation session. The rezoning application for Sub-area 6B was brought forward as a workshop as the design is still being finalized. The Sub-area 6C development proposal was brought to UDP as a workshop.

## Chinatown Historic Area Planning Committee December 14, 2017

The Sub-area 6D rezoning application was brought to CHPAC as an information session. Members of the committee provided feedback to the NEFC planning team.



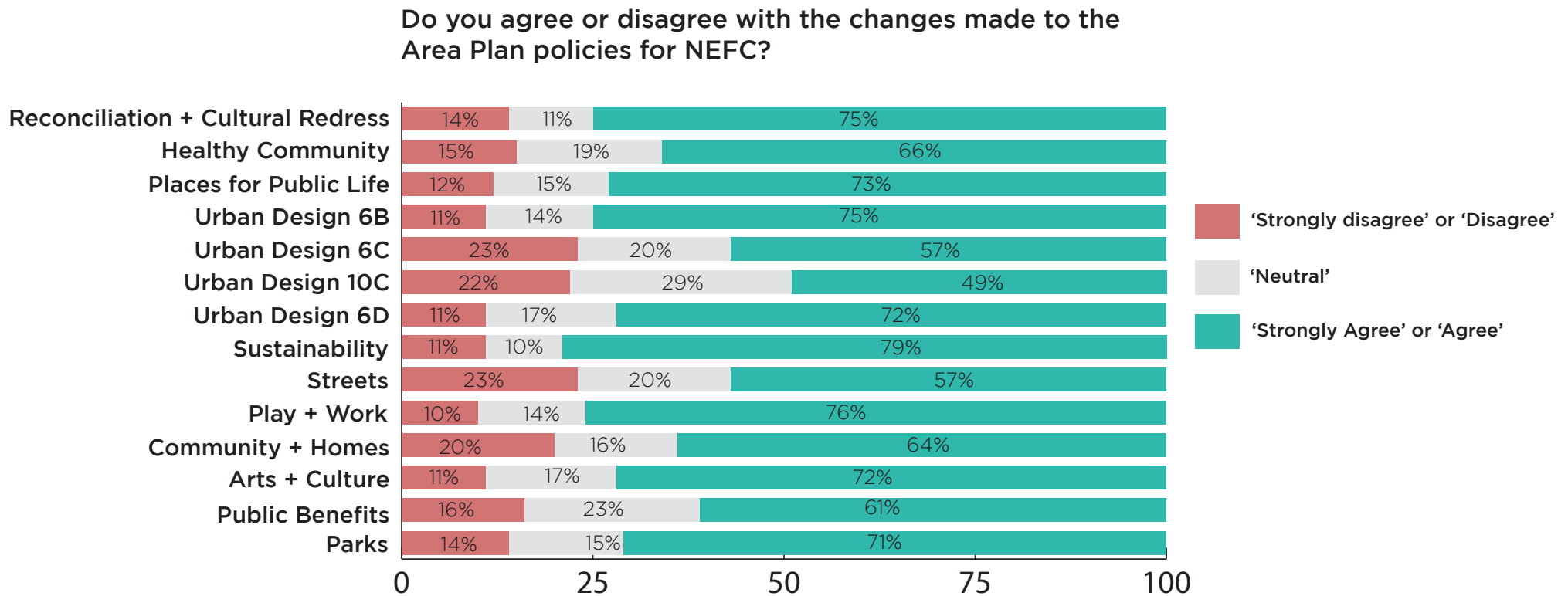


# What We Heard



# Refined Area Plan - Talk Vancouver Survey Results

Survey respondents were asked whether they agreed or disagreed with the changes made to the Area Plan policies in each chapter. The quantitative responses are as follows:





This page intentionally left blank.









---

[vancouver.ca/nafc](http://vancouver.ca/nafc)

Printed January 2018