

# Southeast False Creek Public Realm Plan



July 31, 2006



# Contents

1.0 Introduction .....	1
2.0 Goals and Objectives .....	5
3.0 Key Design Context .....	8
4.0 Interpretive Strategy.....	13
5.0 Public Realm Design Concept .....	24
6.0 Relationship of the Public and Private Realms .....	34
7.0 Components of the Public Realm .....	35

Appendices: Southeast False Creek Interpretive Strategy (under separate cover)





# Introduction

## 1.1 Purpose

The Southeast False Creek (SEFC) Public Realm Plan is a conceptual design framework that will guide the detailed design of the public realm in SEFC. The public realm, which includes open space, plazas, streets, lanes and pathways, will connect the entire site and link the adjacent neighbourhoods of South False Creek, Mt. Pleasant, the False Creek Flats, and CityGate.

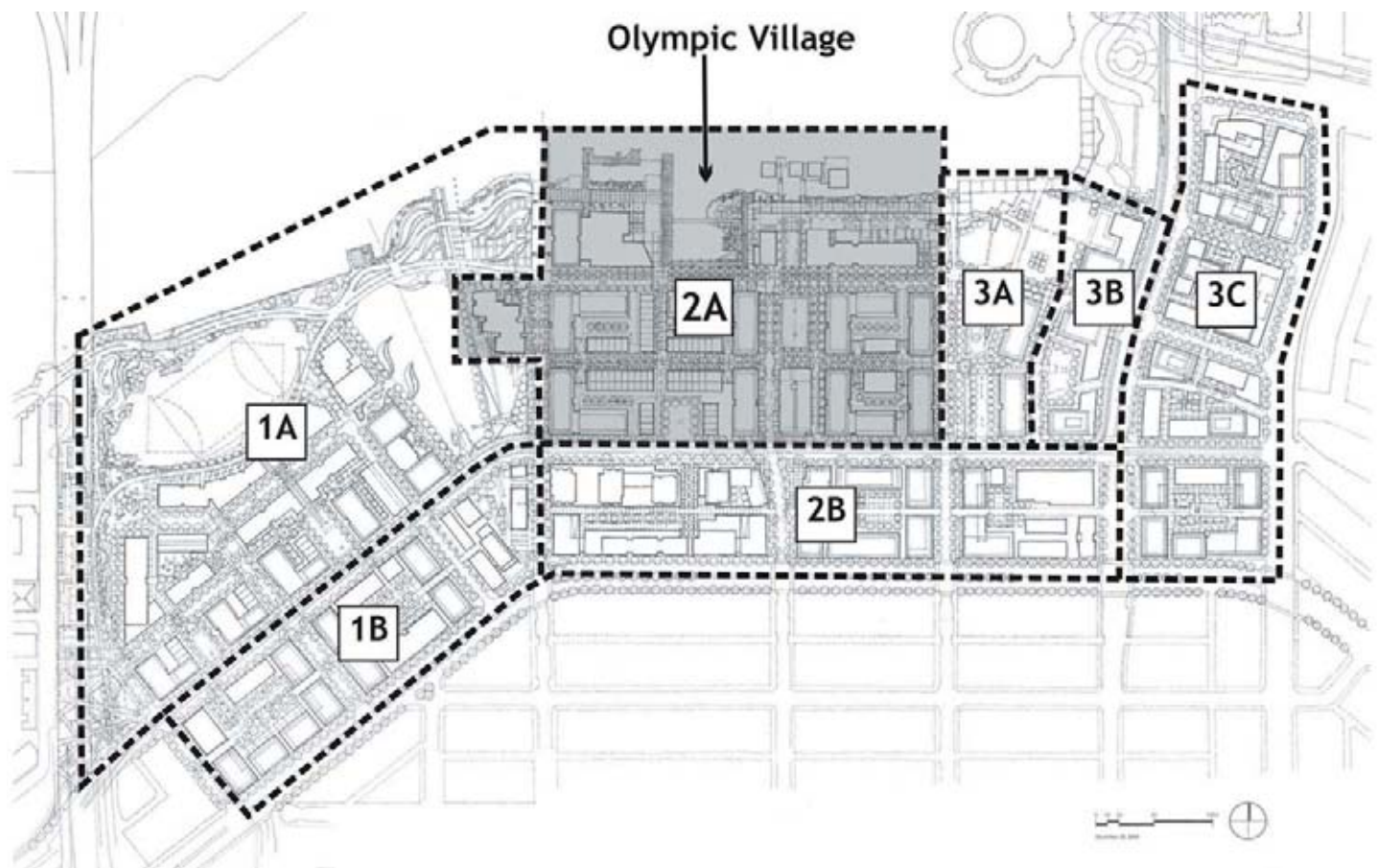


This document should be used in conjunction with The Southeast False Creek Official Development Plan (ODP) and the Southeast False Creek Policy Statement. A number of background reports have been prepared to guide the redevelopment of SEFC. The relevant reports include: SEFC Private Lands Design Considerations, Urban Agriculture Strategy, Water and Waste Management Plan, Transportation Study, Energy Management Plan, and the Merge Report. These studies are available on the City's website ([www.vancouver.ca/sefc](http://www.vancouver.ca/sefc)).

## 1.2 Site Description

The SEFC study area comprises approximately 80 acres (32 hectares) of former industrial land near downtown Vancouver. The majority of the land north of First Avenue, approximately 50 acres (20 hectares), is owned by the City of Vancouver. The study area also includes over 30 acres (12 hectares) of privately owned land, between First Avenue and Second Avenue, and between First Avenue, Quebec Street, Terminal Avenue, and Main Street to the east.

The SEFC ODP identifies seven sub-areas as shown on the map below. Sub-areas 1A, 2A and 3A are owned by the City. The remaining land is in private ownership. During the 2010 Winter Olympics, sub-area 2A will be home to the Olympic Village.

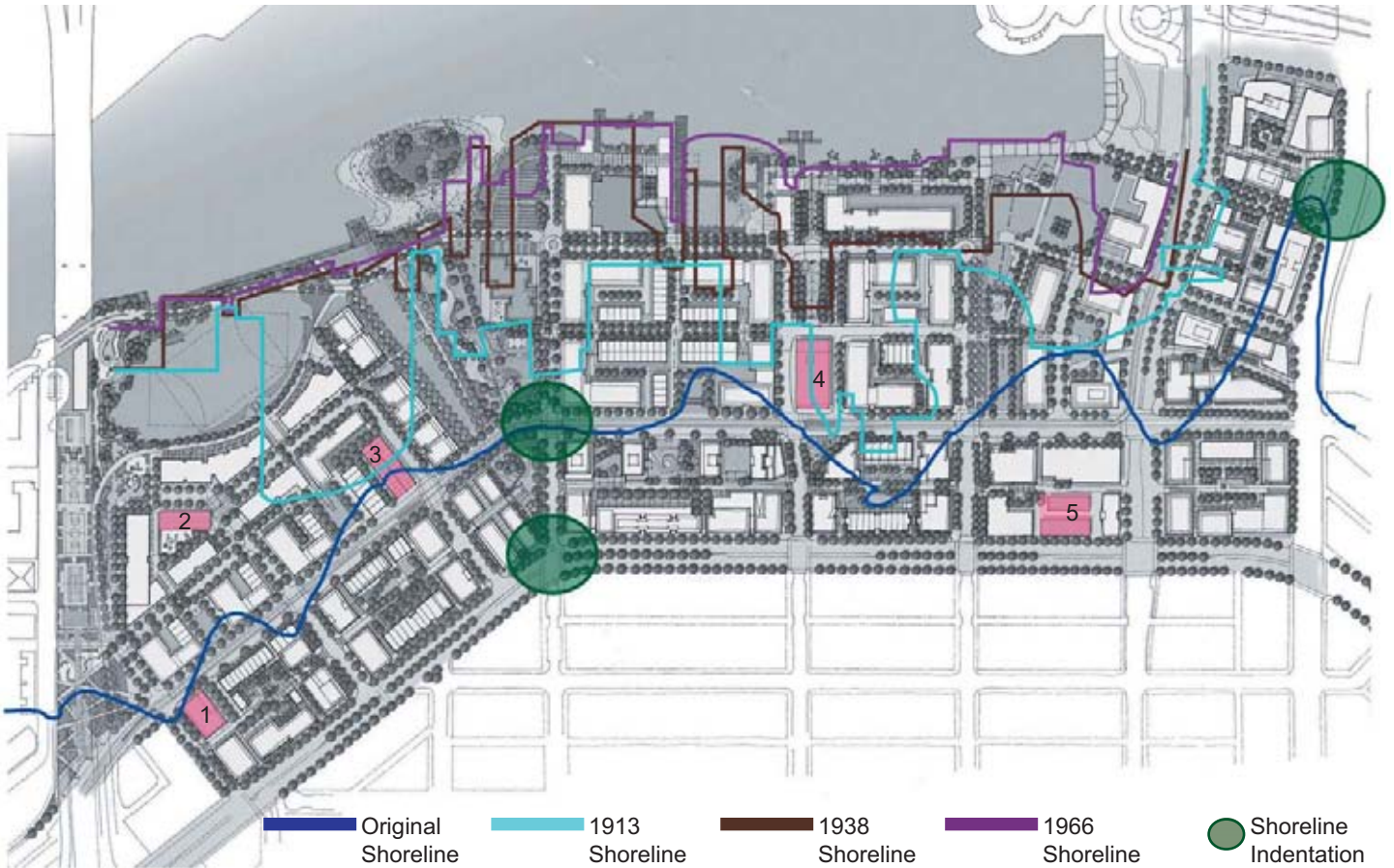


## 1.3 Site Heritage

Southeast False Creek has been an industrial area since the late 1800's. Uses in the area included sawmills, foundries, shipbuilding, metalworking, salt distribution, warehousing, and the City's public works yard (Cambie Yard). The original shoreline was near First Avenue and the land north of it is comprised of fill from many sources, including the Grandview Railway Cut.



The heritage value of SEFC resides in its pre-settlement natural history, First Nations history, and post-settlement history as an industrial area. Industrial uses were shaped by both private and public landowners from the late nineteenth century until the end of the twentieth century. Most of the land in SEFC was created by filling the estuarine wetland throughout the twentieth century. First Avenue marks the historic shoreline of the area.



An important part of the heritage value in SEFC is found in the relics of industry and public works, including buildings, structures, machines, soils and other features that remain *in situ*. These relics constitute part of the heritage value of the area by providing tangible evidence of how the site was used over time and what it was like to work in industry in the twentieth century. There are five heritage buildings with historic value that will be maintained. They are:

1. Best Building at First Avenue and Wylie Street;
2. Sawtooth Building in the public works yard (north of First at Wylie);
3. Wilkinson Building at First Avenue and Cook Street;
4. Salt Building located at First Avenue and Manitoba Street; and
5. Opsal Steel Building on Second Avenue west of Quebec Street.



1. Best Building



2. Sawtooth Building



3. Wilkinson Building



4. Salt Building



5. Opsal Steel Building

## 1.4 Site Planning

Southeast False Creek is envisioned as a community in which people will live, work, play and learn. This neighbourhood has been designed to balance social equity, livability, ecological health and economic prosperity.

SEFC will be a mixed-use community, with a focus on residential use, developed to a high density while meeting livability and sustainability objectives. This complete community will ensure goods and services within walking distance and housing that is linked by transit and in proximity to local jobs.

SEFC will eventually be home to 12,000 to 16,000 people. In the area north of First Avenue there will be approximately 2,300 units for 5,000 people with family housing a priority. In the private lands there will be housing for an additional 8,000 people, with a priority on live-work units. Community amenities and commercial and light industrial space will provide residents with opportunities to interact with neighbours.

The SEFC neighbourhood will provide a range of parks and recreational experiences along the waterfront, and completion of the downtown Seaside pedestrian/bicycle route. Parks and open space will meet ecological objectives including re-establishment of wildlife habitat. Private and community gardens will be encouraged.

The public realm which includes open space, streets, and pathways will connect the entire site and link SEFC to the adjacent neighbourhoods. Movement within the site will be through a network of paths and streets designed for pedestrians, cyclists and transit. The public realm will meet the principles of Universal Design to equitably address the needs of people with varying levels of mobility and sensory ability.

The buildings in SEFC will strive to meet LEED Gold on the City lands and LEED Silver on the private lands. Buildings will be designed to be healthy, livable, and efficient in their use of energy resources and water. At least one building in sub-area 2A will be designed to meet LEED Platinum, the highest certification level achievable under the LEED framework. Buildings will also be designed to meet the principles of Universal Design.

During the 2010 Winter Olympics, those buildings located in sub-area 2A will temporarily form the Olympic Village. Following the games the units will be transformed back into market residential units with a minimum of 250 units for affordable housing.

The attached Overall Site Plan illustrates the urban structure of SEFC. Shaded buildings are either heritage buildings or community amenities such as the school and community centre.





## Southeast False Creek Public Realm Plan

## Overall Site Plan

June 13, 2006  
City of Vancouver



# Goals and Objectives

## 2.1 Goals

### Goal

*To develop a public realm plan that expresses a comprehensive approach to sustainability within the SEFC community.*

### Commentary

The public realm should be designed to visibly demonstrate sustainability and to celebrate those principles where possible. For example, rainwater should be managed through a number of means including a wetland, bio-swale, street centre channels and rain gardens. The story of rainwater management should be visible to educate both visitors and residents.

### Goal

*To create a new community with an enhanced, varied and vibrant public experience.*

### Commentary

The public realm is composed of public spaces, parks, sidewalks, street rights of way, and streetscape elements, all of which must be designed to consider the experience of the residents and visitors to SEFC. The public realm design will create a pleasurable experience through the selection of materials, street furniture, street trees, etc.

### Goal

*To develop a sense of place through a response to the site's unique heritage, proximity to False Creek, and relationship to surrounding communities and the City of Vancouver.*

### Commentary

The three neighbourhoods in SEFC, the Worksyard, the Shipyard and the Railyard, each relate to a historical use on the site. The public realm in SEFC will create a distinct neighbourhood identity within the City of Vancouver.

### Goal

*To connect the parks and open spaces within SEFC and to the surrounding neighbourhoods.*

### Commentary

It is necessary to ensure that parks and open spaces connect with adjacent areas to create a walking and cycling friendly neighbourhood. Residents and visitors will use these pathways as access routes within the SEFC community and to connect to larger, city-wide networks such as the Ontario Greenway and seaside walkway/bikeway system.

## 2.2 Design Objectives

### Objective

*To create an integrated community, with three distinct neighbourhoods, through the design of the streetscape and public open space in SEFC.*

### Commentary

The public realm should provide a sense of continuity across the site while each neighbourhood should reflect a unique character. The street furnishings, materials, and trees will be selected based on materials that reflect historical activities in each neighbourhood.

### Objective

*To create a streetscape that enhances the pedestrian and cyclist experience while accommodating vehicular movement.*

### Commentary

In SEFC the pedestrian experience is a top priority. The public realm must be designed to create a comfortable and enjoyable pedestrian and cyclist experience, as well as accommodate vehicular movement through the site.

### Objective

*To integrate the streetcar system into the public realm to serve SEFC and surrounding neighbourhoods.*

### Commentary

The streetcar will run through SEFC along a central green median on First Avenue, with stops located close to community amenities and commercial areas. The transit stops and rail line must be fully integrated into the design of First Avenue and the community.

### Objective

*To create a public realm which is informed and enriched by the heritage preserved on the site in the form of buildings, artifacts and stories.*

### Commentary

There are five historic buildings and a number of artifacts preserved for integration into the public realm. Stories of the site's history can unfold through the design of the public realm.

### Objective

*To distinguish special places such as the village square plaza and waterfront, and identify opportunities for public art.*

### Commentary

The design of the public realm should encourage celebration of special places and identify opportunities for public art. The design should be informed by the site's heritage as well as the future uses, while relating to the surrounding context.

### Objective

*To provide users with knowledge and to inspire emotional connections with SEFC by interpreting its natural and cultural heritage in a manner that is accessible to all.*

### Commentary

The public realm should be a layered interpretive experience that includes a variety of media and interpretation opportunities. Heritage interpretation should provide residents with knowledge, provoke an interest in the past, stimulate emotional connections, foster a sense of place, and encourage stewardship.

Objective

*To design a community that is universally accessible.*

Commentary

Ensure that the new community is accessible and navigable so that all residents and visitors have a positive experience in SEFC.

Objective

*To preserve and create public view opportunities.*

Commentary

Existing views of the city skyline, mountains, key landmarks and views over the site from nearby vantage points should be maintained.



# 3

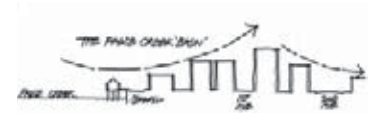
## Key Design Context

### 3.1 ODP Principles

The public realm in SEFC will be designed to enhance the pedestrian and social experiences of residents and visitors through the incorporation of heritage, sustainability, public art, and urban design. The public realm plan builds on the urban design foundations set out in the ODP. The twelve principles outlined in Section 2 of the SEFC ODP are as follows:

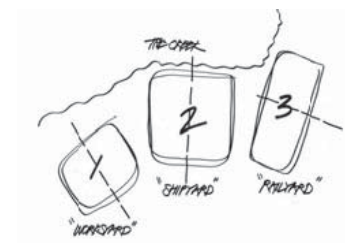
#### Overall Basin Form Legibility

Development is to create a legible overall form that reinforces the idea of the False Creek "Basin" with lower buildings near the waterfront stepping up to higher buildings between First Avenue and Second Avenue. Higher buildings are to frame significant public parks and terminate views through and across SEFC.



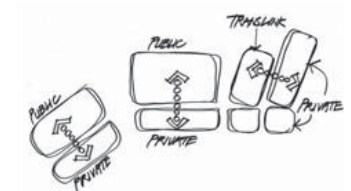
#### Distinct Neighbourhood Precincts

SEFC is to consist of three neighbourhood precincts that derive their form from historic patterns and uses of SEFC, adjacent communities and False Creek.



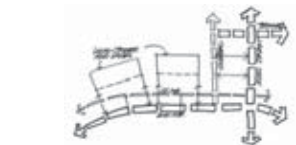
#### Integrated Community

Integration of all sub-areas is to occur through street pattern, ground plane design, and overall building form.



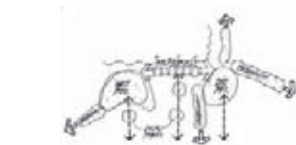
#### Street Hierarchy

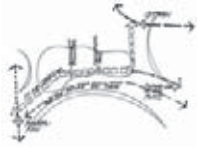
The street network is to provide access but discourage through traffic circulation.



#### Connected Public Open Space and Parks

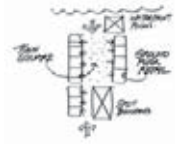
Parks and public open spaces are to be central features in organizing the community, and open spaces are to connect with adjacent areas by foot and bicycle paths to create a walking and cycling friendly neighbourhood.





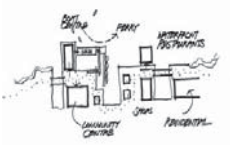
**Integrated Transit**

Development is to allow for an integrated public transit streetcar system to serve SEFC and adjacent neighbourhoods with stops at community and commercial locations.



**Vibrant Commercial Heart**

A vibrant commercial focus along Manitoba Street from First Avenue to False Creek is to act as a “heart” for the community, anchored by the Salt Building in its current location on First Avenue and a community square between the Salt Building and the waterfront.



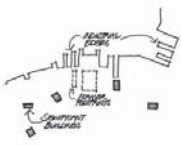
**Waterfront Animation**

Development is to engage and animate the public waterfront through the selection of land uses and design of shoreline features.



**Clustered Community Services**

Development is to include a centrally located broad range of community services and amenities with good access to parks and waterfront.



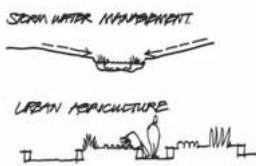
**Heritage Recognition**

Preservation of buildings with heritage significance and recognition of the historic patterns of former industrial uses is important.



**Incremental Varied Development**

Development is to encourage land parcelling and a co-ordinated parking strategy that allows for incremental development at a variety of scales.



**Demonstrated Sustainability**

SEFC is to demonstrate a comprehensive approach to sustainability reflected in both open space and building design.

## **3.2 Mapping**

At the outset of the public realm planning process a series of maps were completed to identify the key features and locations in SEFC. These maps include information about: heritage buildings, artifacts, gateways, nodes/paths, pedestrian/cyclist connections/links and landmarks across the site.

### **3.2.1 Gateways**

Gateways have been planned for the SEFC precinct that announce the neighbourhood and create places of entry, celebration, and interpretation. These gateways, which have been categorized as civic city gateways, major gateways, minor gateways, and water gateways, will also be places where a recognizable change in the urban design and public realm character will occur. Where appropriate, architecture should re-enforce the expression of the gateway character. All gateways should welcome the residents and visitors while connecting the surrounding community.

The gateways are opportunities for the public realm components such as street trees, planting, and paving to have a special character. These elements must function together to physically define the entry and establish a positive first impression. Heritage, interpretation, sustainability, and neighbourhood character should be reflected in all the gateways.

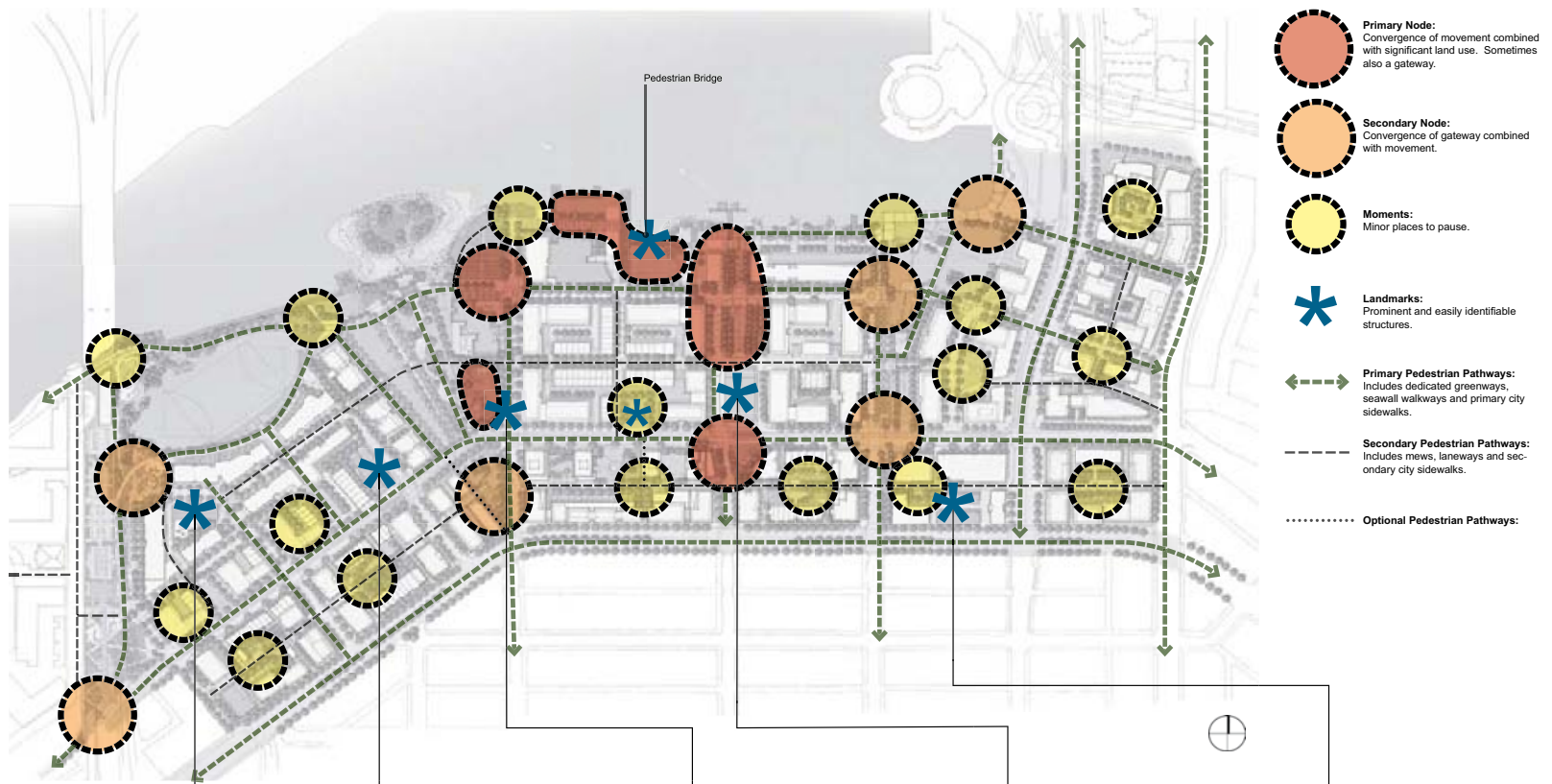
### **3.2.2 Nodes/Paths/Landmarks**








Nodes, paths, and landmarks have been identified as special places that reinforce placemaking. In the public realm plan primary nodes, secondary nodes, moments, and landmarks have been identified.

Primary nodes may be places of considerable activity and animation that create the heart of the community. These places will accommodate a diverse group of people and numerous uses. Secondary nodes are created by a convergence of a gateway with circulation and movement. They will accommodate varied uses and will assist in creating the character of the three neighbourhoods. Moments are spaces for pause and will become memorable neighbourhood places. The landmarks within the precinct are predominantly heritage buildings that reflect the industrial character of the historic place. The Bridge Crane from the Canron Building, proposed for the pocket park in the Shipyard Neighbourhood, is an example of one such landmark.

### **3.2.3 Pedestrians/Bikes/Linkages**

The transportation focus in SEFC is on pedestrians, followed by cyclists, transit users and the private automobile. The public realm will enhance the pedestrian experience by providing a variety of trails, paths, boardwalks, sidewalks, pedestrian bridges, plazas and open spaces. Dedicated bike lanes, cyclist routes, and the Seaside bikeway/walkway will allow for a comfortable and enjoyable experience. SEFC will connect several networks including the Seaside bikeway/walkway system, the Central Valley Greenway, and the Ontario Greenway.



-  **Primary Node:**  
Convergence of movement combined with significant land use. Sometimes also a gateway.
-  **Secondary Node:**  
Convergence of gateway combined with movement.
-  **Moments:**  
Minor places to pause.
-  **Landmarks:**  
Prominent and easily identifiable structures.
-  **Primary Pedestrian Pathways:**  
Includes dedicated greenways, seawall walkways and primary city sidewalks.
-  **Secondary Pedestrian Pathways:**  
Includes mews, laneways and secondary city sidewalks.
-  **Optional Pedestrian Pathways:**



Sawtooth Building



Wilkinson Steel Building



Gantry Crane Gateway Structure



Salt Building




Opsal Steel Building







# Southeast False Creek Public Realm Plan

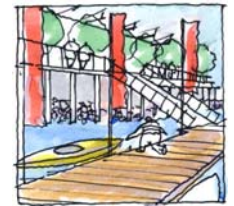
# Nodes, Paths and Landmarks

July 7, 2006  
City of Vancouver 





-  Civic City Gateways
-  Major Gateways
-  Minor Gateways
-  Water Gateways



Wharf functioning as water gateway for kayakers and water taxi



Secondary gateway delineating the perimeter of the community as defined by vertical markers, corner bulges, special crosswalk paving and signage at street ends.



Major Gateway at 1st Avenue and Manitoba as defined by the Salt Building, plaza at southeast corner and streetcar station.



Water Gateway created by pedestrian bridge crossing for non motorized craft.

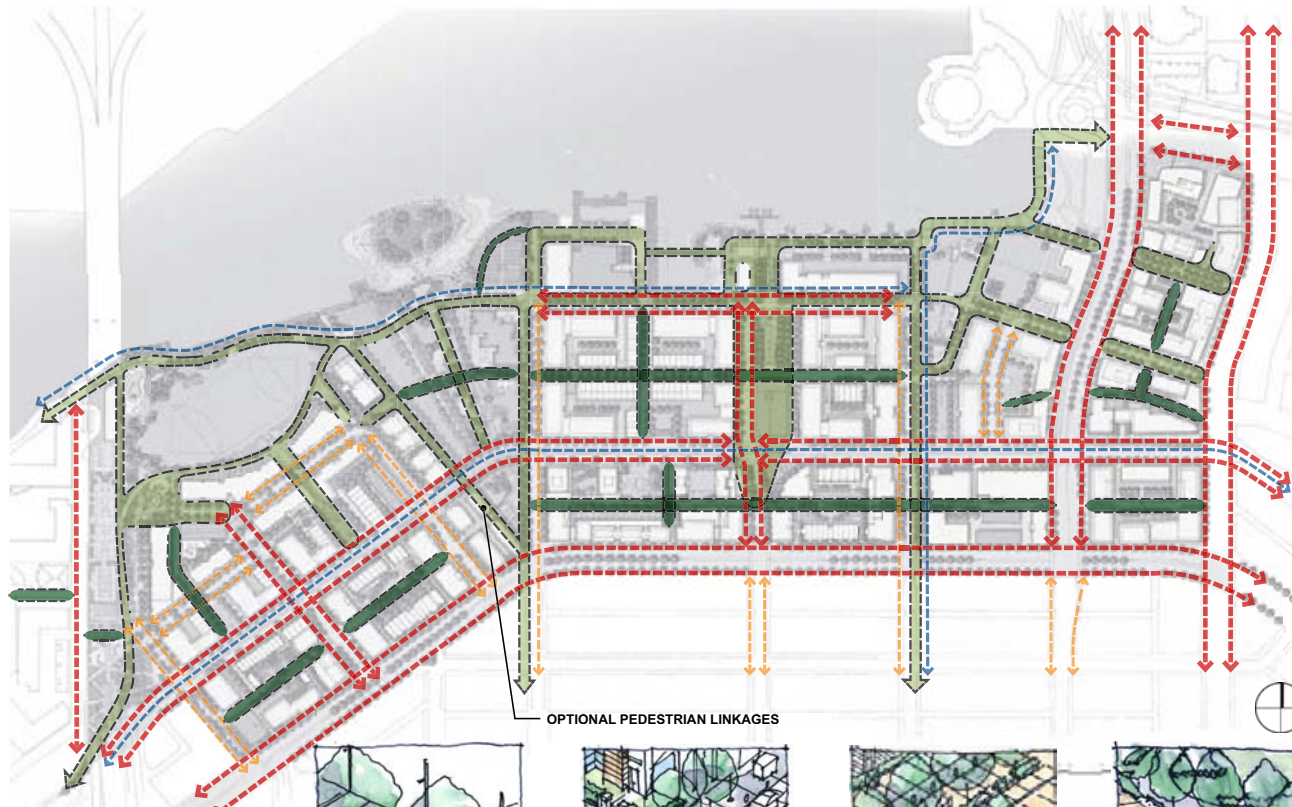







# Southeast False Creek Public Realm Plan

## Gateways

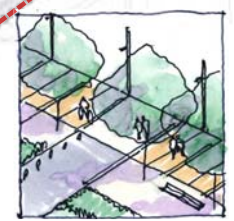
June 13, 2006  
City of Vancouver



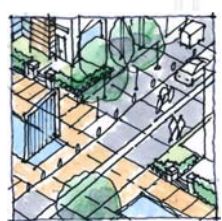


-  **Primary Pedestrian Linkages**  
• Includes sidewalks, dedicated greenways and seawall walkways.
-  **Secondary Pedestrian Linkages**  
• Mews  
• Laneways
-  **Primary City Sidewalk**
-  **Secondary City Sidewalk**
-  **Bike Routes**

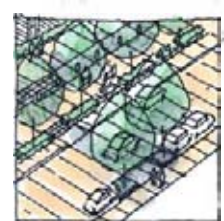
**OPTIONAL PEDESTRIAN LINKAGES**



Dedicated greenway as primary pedestrian linkage.



Laneway as secondary pedestrian linkage defined by paving bands and bollards, with access to courtyards and mews within development sites.



Primary pedestrian linkage and bikeway along Front St. defined from vehicular street by double row of trees, low planting, benches and tactile paving.



Seawall pathway as primary pedestrian linkage.



Primary City sidewalk with concrete unit paving, granite set boulevard and shrub planting or raingardens at corner and midblock bulges.



Secondary City sidewalk with broom finished concrete, lawn boulevard, and shrub planting or raingardens at corner and midblock bulges.



# Southeast False Creek Public Realm Plan

# Pedestrian/Bike Connectivity/Links

July 7, 2006  
City of Vancouver



### **3.3 Neighbourhood Character**

The SEFC ODP identifies three neighbourhoods based on the historical activities on the site. The western most neighbourhood is the “Worksyard”, the central neighbourhood is the “Shipyards” and the eastern neighbourhood is the “Railyard”. The character of these neighbourhoods is captured in the public realm plan through material selection, reuse of heritage structures, and opportunities for interpretation.

The corresponding neighbourhood character diagrams are not prescriptive, but are shown to illustrate opportunities to create neighbourhood character.

#### **3.3.1 Worksyard Neighbourhood**

The Worksyard Neighborhood is located west of Columbia Street. The character theme of this neighborhood is based on the Cambie Works Yard, which was operated by the City of Vancouver for many years at this location. The Sawtooth building (c.1924) has been retained and will be refurbished for new uses further reinforcing the “Worksyard” theme.

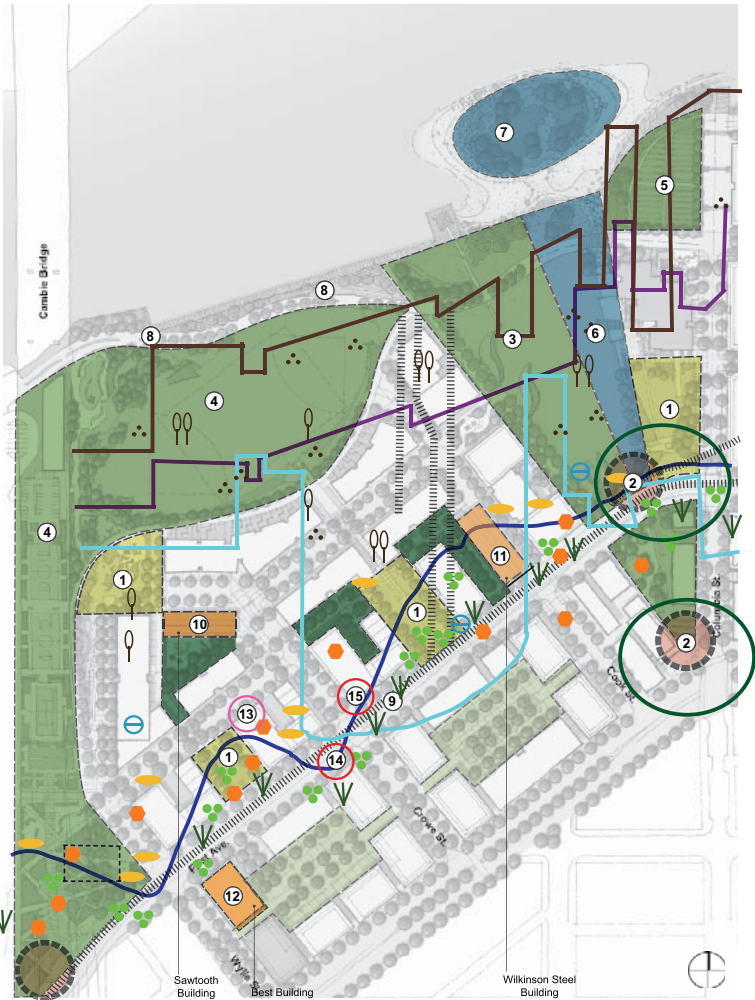
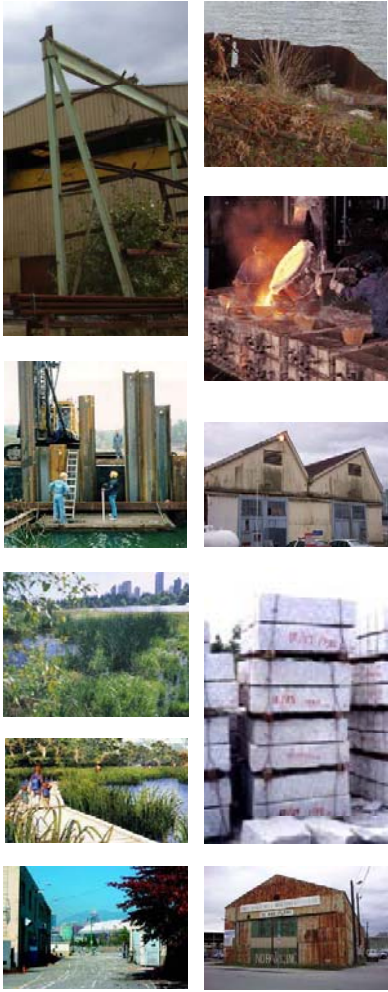
#### **3.3.2 Shipyards Neighbourhood**

The Shipyards Neighborhood is located in the center of the ODP area. The industrial development of this area over the past century has resulted in the northward migration of the shoreline from First Avenue to its present location. As the name suggests, the character of this area should reflect the past activities of shipbuilding. The single remaining building from this era is the Salt Building, a building constructed to support the marine transportation of salt. The Bridge Crane and other artifacts from the Cannon Building have been retained. This building was used for the construction of ships during World War II. These existing historical elements along with the design of new public space that reflects slipways, wharves, and boardwalks will serve to complete the “Shipyards” story.

#### **3.3.3 Railyard Neighbourhood**

The theme for this neighborhood is based on the use of the False Creek Flats as a railway yard. The orientation of properties between Main and Quebec Street reflect the orientation of the railway tracks to the east. A remnant of this past use can still be seen in an existing rail right of way that carves an arc through these properties just north of First Avenue. The development of the Streetcar system through this area will reinforce the “Railyard” theme.





**Character Defining Places**

- 1 Neighbourhood Park
- 2 Hinge Park Gateway
- 3 Hinge Park
- 4 Worksyard Park
- 5 Community Gardens
- 6 Wetland
- 7 Habitat Island
- 8 Foreshore Promenade
- 9 First Avenue Streetcar Corridor
- 10 Central Machine Shop (Sawtooth Bldg.), c. 1924
- 11 Wilkinson Steel Building, 1950
- 12 Best Building, c. 1920
- 13 Leamy & Kyles Sawmill
- 14 Cambie Worksyard: Gatehouse
- 15 Cambie Workhouse: Plinth

**Character Defining Elements**

- Historic Shoreline, 1889
- Historic Shoreline, 1913
- Historic Shoreline, 1938
- Historic Shoreline, 1966
- Heritage Buildings
- Residential Courtyards/Mews
- Mixed Use Courtyards/Mews
- ▨ Rail Corridor
- Remnants of Historic Shoreline: Bends in First and Second Avenue; Kink in Main

- Flora & Fauna**
- Native Species:**
- Crabapple
  - ▼ Tidal Grass
  - Wild Ducks (mallard, pintail, teal, butterballs, hollivens)
  - Fish (sole, perch, sturgeon, salmon)
- Pioneer Species:**
- Blackberry Bushes
  - ↑ Trees (ash, alder)

**Character Defining Materials**

- Metal Sheet Pile
- Crushed Gravel
- Recycled Concrete
- Recycled Brick
- Native Planting
- Paint
- Timber/Lumber
- Granite Sets
- Water



Southeast False Creek  
Public Realm Plan

**Worksyard Neighbourhood Character**  
Conceptual Diagram

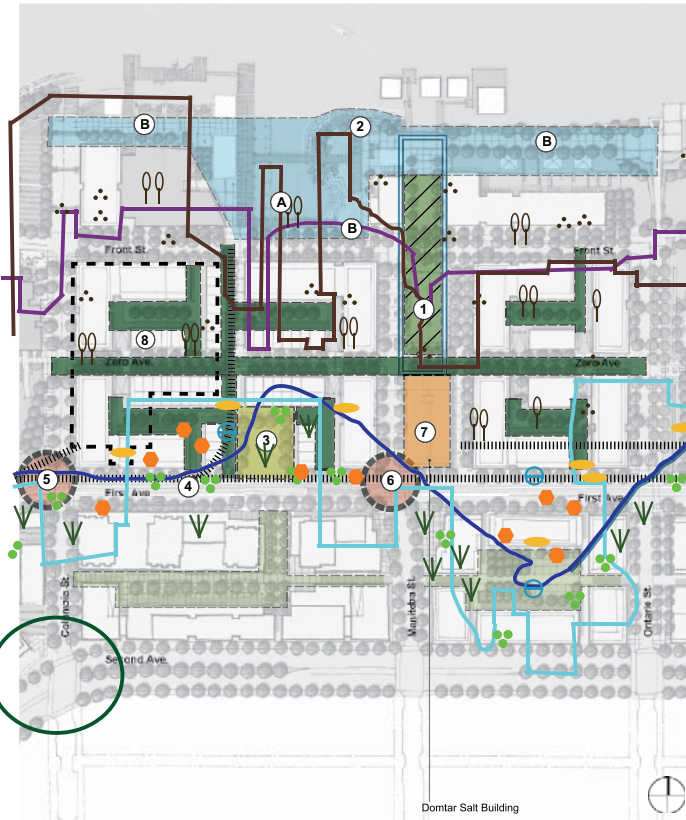
July 7, 2006  
City of Vancouver







Gantry Crane Structure



### Character Defining Places

- 1 Community Plaza
- 2 Village Waterfront
  - A Foreshore Inlet
  - B Foreshore Promenade
- 3 Neighbourhood Park
- 4 First Ave. Streetcar Corridor
- 5 Gantry Crane Gateway
- 6 Domtar Gateway
- 7 Vancouver Salt Company Building, around 1920
- 8 Canon Building Footprint and Giant Crane

### Character Defining Elements

- Historic Shoreline, 1889
- Historic Shoreline, 1913
- Historic Shoreline, 1938
- Historic Shoreline, 1966
- Heritage Buildings
- Rail Corridor
- Residential Courtyards/Mews
- Mixed Use Courtyards/Laneways
- Generalized Domtar Slipway Location (1942)
- Canon Footprint
- Remnants of Historic Shoreline: Bends in First and Second Avenue; Kink in Main

### Flora & Fauna

#### Native Species:

- Crabapple
- Tidal Grass
- Wild Ducks (mallard, pintail, teal, ruddy turnstone, herring gull)
- Fish (sole, perch, sturgeon, salmon)

#### Pioneer Species:

- Blackberry Bushes
- Trees (oak, alder)

### Character Defining Materials

- |                             |                       |
|-----------------------------|-----------------------|
| Corrugated Metal Sheet Pile | Crushed Gravel        |
| Heavy Timber/Lumber         | Shipyard Artifacts    |
| Water                       | Granite Blocks/Pavers |
| Modular Concrete Pavers     | Native Plants         |
| Timber Decking              | Heavy Sheet Metal     |

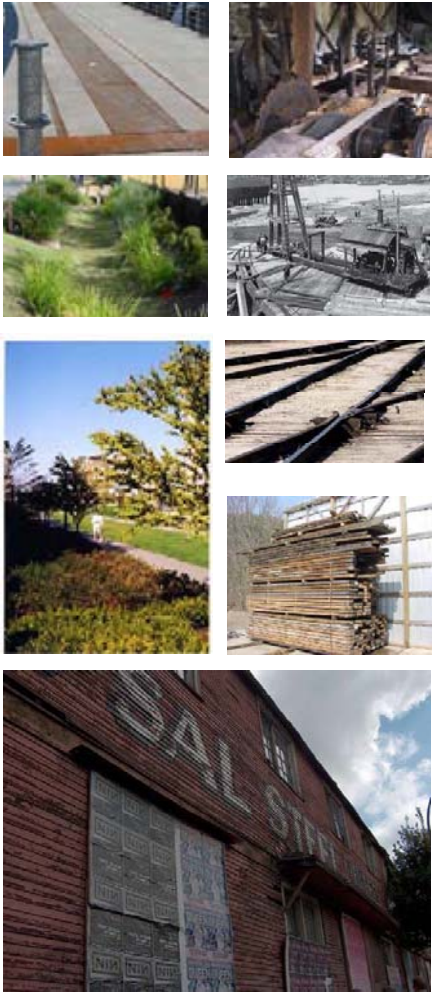


Southeast False Creek  
Public Realm Plan

Shipyard Neighbourhood Character  
Conceptual Diagram

July 7, 2006  
City of Vancouver





### Character Defining Places

- 1 Neighbourhood Park
- 2 Railyards Park
- 3 Future Central Valley Greenway Route
- 4 Rail Remnants & Former Engineers House VWY RY
- 5 Railyard Gateway
- 6 Quebec Street Rail Corridor
- 7 First Avenue Streetcar
- 8 Opal Steel Building (Vancouver Heritage Register, Cat. 'A')
- 9 Urban Ecological Element: Bio-swale

### Character Defining Elements

- Historic Shoreline, 1889
- Historic Shoreline, 1913
- Historic Shoreline, 1938
- Historic Shoreline, 1966
- Heritage Buildings
- Residential Courtyards/Mews
- Mixed Use Courtyards/Laneways
- ▬ Rail Corridor
- Remnants of Historic Shoreline: Bends in First and Second Avenue; Kink in Main

### Flora & Fauna

- |   |                         |
|---|-------------------------|
| <b>Native Species:</b>  | <b>Pioneer Species:</b> |
| ● Crabapple   | ● Blackberry Bushes     |
| ▼ Tidal Grass   | ● Trees (ash, alder)    |
| ● Wild Ducks (mallard, pintail, teal, buffleheads, herring gulls) |                         |
| ● Fish (sole, perch, sturgeon, salmon)                            |                         |

### Character Defining Materials

- |                        |                     |
|------------------------|---------------------|
| Crushed Gravel         | Heavy Timber/Lumber |
| Metal Rails            | Railyard Remnants   |
| Native AddaptivePlants | Rail Tiles          |



Southeast False Creek  
Public Realm Plan

Railyard Neighbourhood Character  
Conceptual Diagram

July 7, 2006  
City of Vancouver



# 4

## Interpretive Strategy

### 4.1 Introduction

This interpretive strategy describes how the history of Southeast False Creek will be communicated to the public. The strategy informs all aspects of the site planning and design. SEFC residents are the primary audience for interpretation.

The appendices, contained in a separate document, expand on the process, resources and products of the strategy, and include detailed information for the implementation of the interpretive strategy.

### 4.2 Interpretation and Heritage Resources

The interpretive strategy provides an inventory of heritage resources completed for SEFC including the Statements of Significance for the Salt Building, Wilkinson Building, Sawtooth Building (Central Machine Shop), Foreshore Lands (sub-areas 1A, 2A and 3A), and Private Lands (sub-areas 1B, 2B, 3C). The interpretive strategy synthesizes the stories identified with a diversity of media that address the participants' interests, knowledge and preferred learning styles.

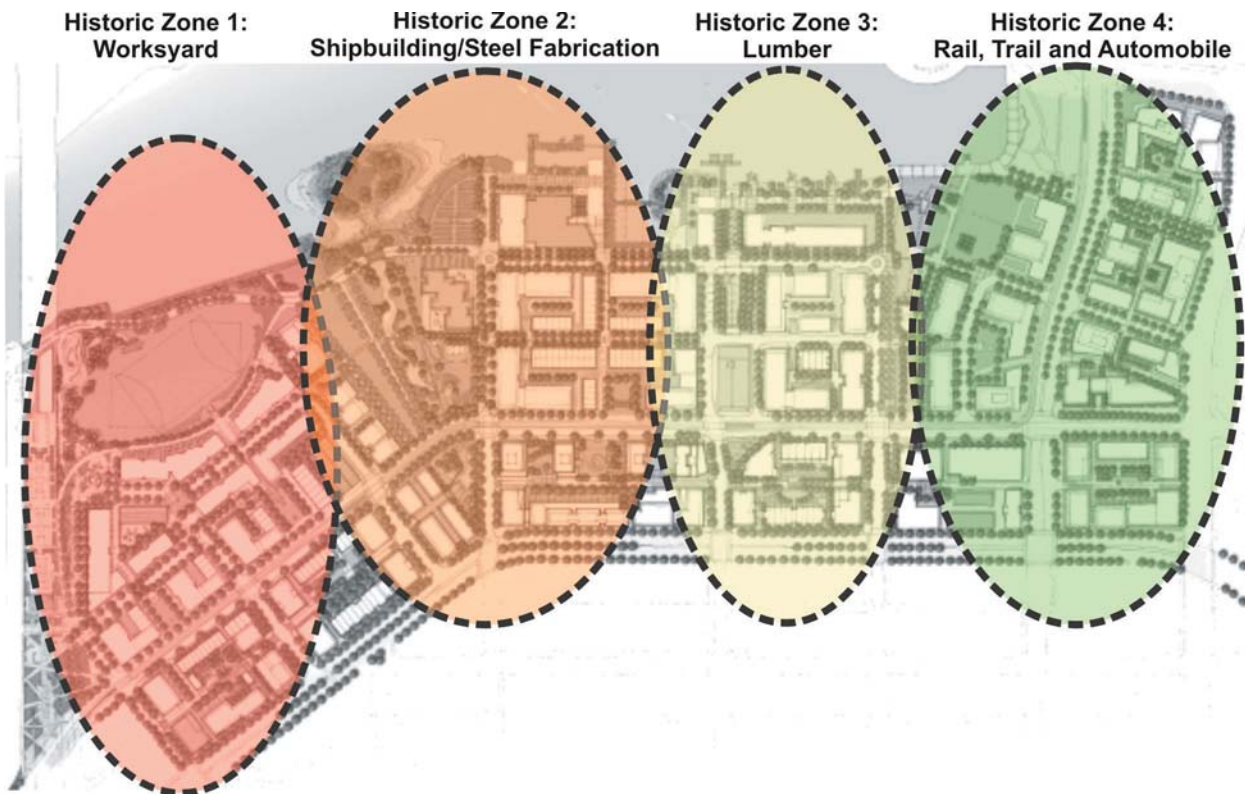
### 4.3 Thematic Structure

#### 4.3.1 Interpretive Zones

The study area has been broken down into four interpretive zones based on past land uses and related stories:

- Worksyard Zone;
- Shipbuilding and Steel Fabrication Zone;
- Lumber Zone; and
- Rail, Trail and Automobile Zone.





### 4.3.2 Themes

Each interpretive theme is a grouping of stories summarized into a single sentence. The sentence should capture the “big idea”. Themes are planning tools that focus the stories to be told; interpretation without themes tends to be a didactic listing of dates, places and names. The following are examples of themes to be used in the SEFC interpretive strategy:

- **Before Things Changed:** False Creek, once part of a larger wetland and creek system linked to the Fraser River, was a marine estuary where salmon, sturgeon, waterfowl and vegetation provided food for the First Nations people and early settlers who lived here.
- **Civilizing the Wild (or Civilizing with Industry):** For much of the twentieth century many people linked ‘civilization’ with removing the wilderness as men brought in earth to displace the ocean, built their industry on the new land, and proceeded to convert BC’s natural resources to products and wages.
- **Men at Work:** For most of Southeast False Creek’s early European and Asian history, this was a place filled with men surrounded by heavy machines, labouring in industrial buildings, in the act of converting nature to human purposes. Shift whistles, voices, machinery noise, and footsteps were all part of the mosaic of what used to take place here.
- **Move It!** False Creek was the hub for industry in the region – barges, scows, and trains moved large amounts of materials in and out of the yards. Trails and then roads intersected with the Creek at Main and Cambie Streets.
- **Creating a Sustainable Neighbourhood\*:** SEFC has evolved from a natural environment to an industrial area to a complete community that is a model of sustainable development.

\* this theme reflects stories that will need interpretation in the future.

### 4.3.3 Examples of Stories

The following are examples of stories, derived from the themes, that should be told in SEFC:

- **Working stiffs:** thousands of people have laboured in the mills, yards, and plants located here. Mostly this was a male place, but during World War II, women replaced men as industrial workers – a position most lost after the war.
- **Moving goods and people is an integral part of the story of Southeast False Creek:** from the natural crossing points at Main Street used by First Nations to roads, bridge, trails, rail lines, and barges used by Europeans and Asians, transportation has been an enduring part of the story here.
- **For many years, Vancouverites saw False Creek as a dirty place:** where the smoke from beehive burners clogged the air and untreated sewage made the creek stink.

For more details and additional stories refer to the appendix.

### 4.4 Approach to Interpretation

The following planning principles guided the development of the interpretative strategy:

- begin with the audience by creating a fun and enjoyable experience;
- develop a variety of layered experiences;
- use humour and surprise;
- focus on personal perspectives;
- immerse people in special places;
- incorporate live programs;
- make real-world connections; and
- design for social interaction.

### 4.5 Recommended Interpretive Media

There are seven levels of interpretation, each representing a layer in the interpretive strategy. Each level is assigned to a media type. The levels of interpretation with media type are:

- Level 1: Image and Quote
- Level 2: Interpretive Node
- Level 3: Replicated Artifacts and Sound Station
- Level 4: Real Things
- Level 5: Linear Interpretation
- Level 6: Personal Interpretation
- Level 7: Interpretive Panels

The recommended locations for interpretive media respond directly to the mapping process done in the initial stages of the public realm plan. The assignment of themes and stories to locations responds to the site's history and its heritage resources.

#### 4.5.1 Interpretation by Media Level and Type

The following illustrate each media level and identifies examples of stories and potential locations:

## Level 1: Image and Quote

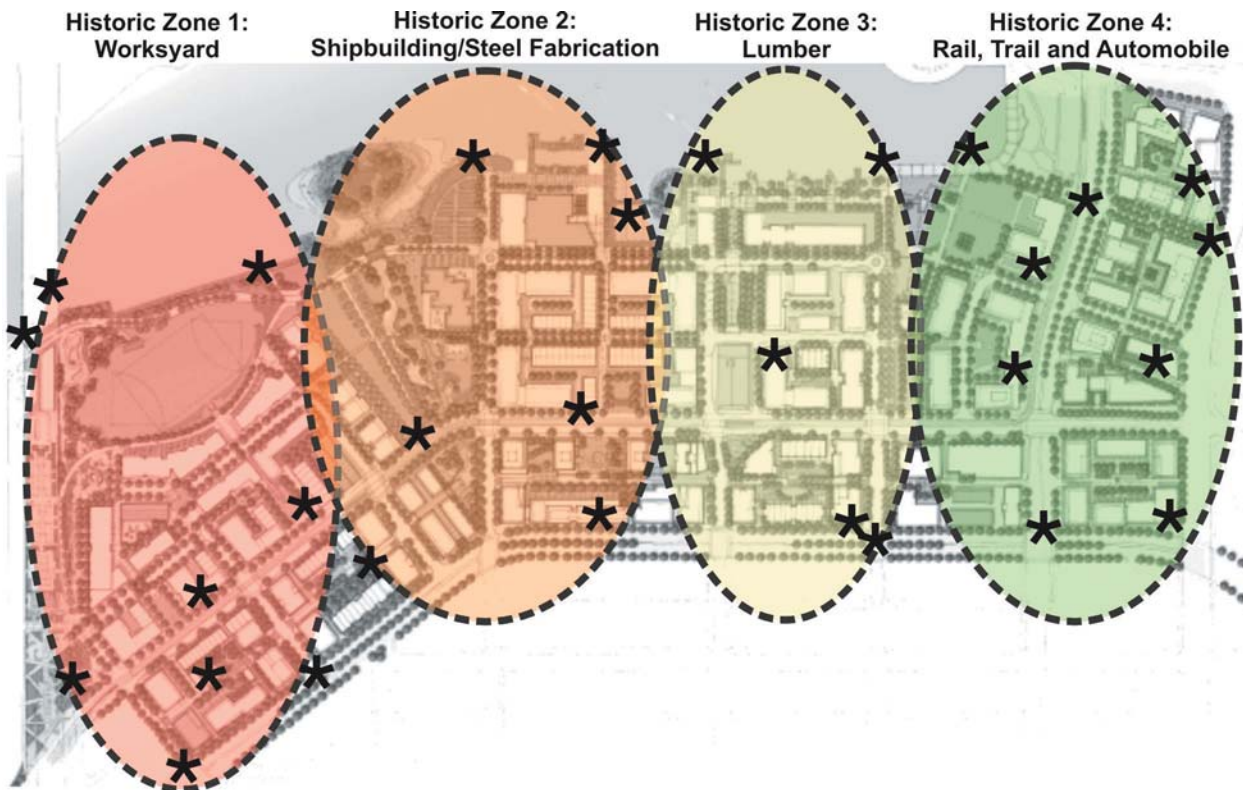
Level	Medium	Description	Location(s)	Example(s)
1	Image & Quote	Small e.g. total size < 60 x 30 cm Usually a photo combined with a related quotation from the same era	Moments (approx. 17) Water & Minor Gateways (approx. 14) May be posted on pedestal but preferably applied directly to wall / rock / bench regardless of material	Photo of Bill White, Head of the Boilermakers and Marine Workers Union - with a quote from him about the importance of unions



Image and Quote on a bench



Possible image for use  
(Photo Source: City of Vancouver Archives)





**Level 2: Interpretive Node**

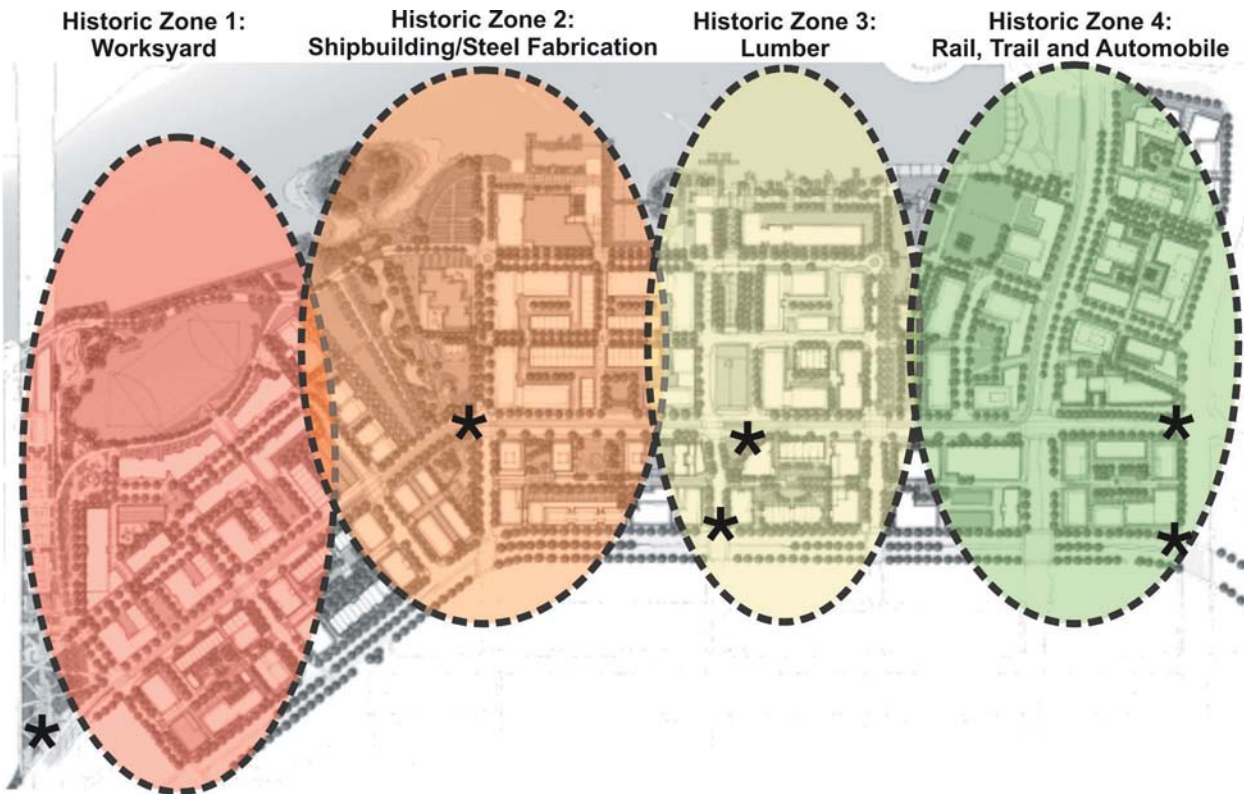
Level	Media	Description	Location(s)	Example(s)
2	Interpretive Node	Free-standing interpretive panels preferably with 3-D models attached	Major Gateways Panel backing and structure should reflect appropriate materials  May be a single panel or small grouping depending upon location & story	Heroic statue of Women with rivet gun building a victory ship with a quote about a)the work and her contributions to the war effort b)losing her job at the end of the war  Cambie Yard plinth/story of the works yard on blue and yellow panels shaped like workers



Example station at Interpretive Node

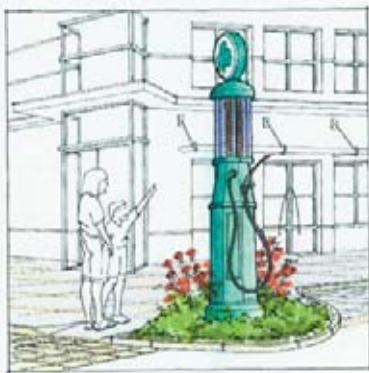


Image of ship for possible model  
(Photo Source: City of Vancouver Archives)



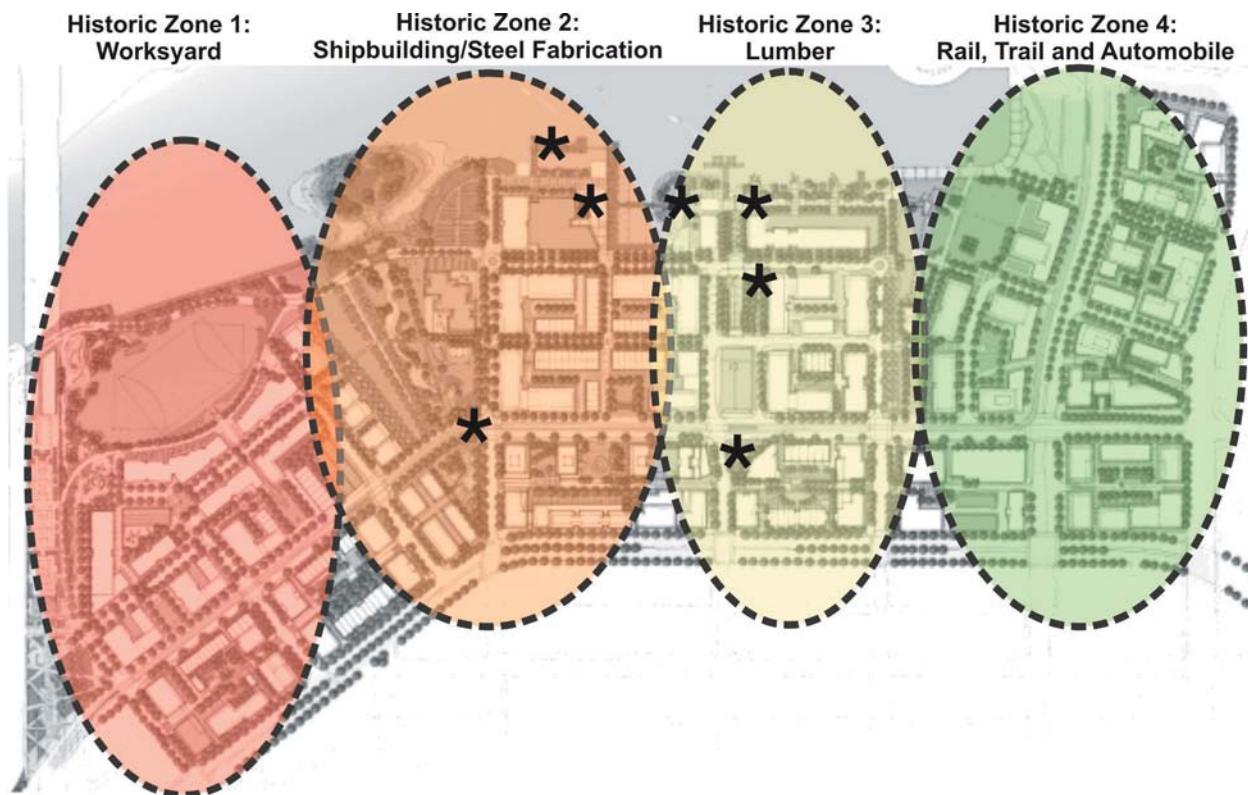
### Level 3: Replicated Artifacts and Sound Station

Level	Media	Description	Location(s)	Example(s)
3	Replicated Artifacts & Sound Station	Large industrial tools replicated in metal, wood or gunnite at full or scaled-down size (e.g. > 1 m <sup>3</sup> < 8 m <sup>3</sup> )	Major Urban Spaces (approx. 5) Touchable with text and images right on the replica like some kind of "interpretive graffiti" Alternate interp provided by a sound station with concealed speaker, activated by stepping on a paver	Alan Hunt of Vancouver Salt standing in a pile of salt and talking about how the heavy construction of the building – designed to hold the weight of the salt



Example Station and Artifact

Former Gas Station  
(Photo Source: Vancouver Public Library)





**Level 4: Real Things**

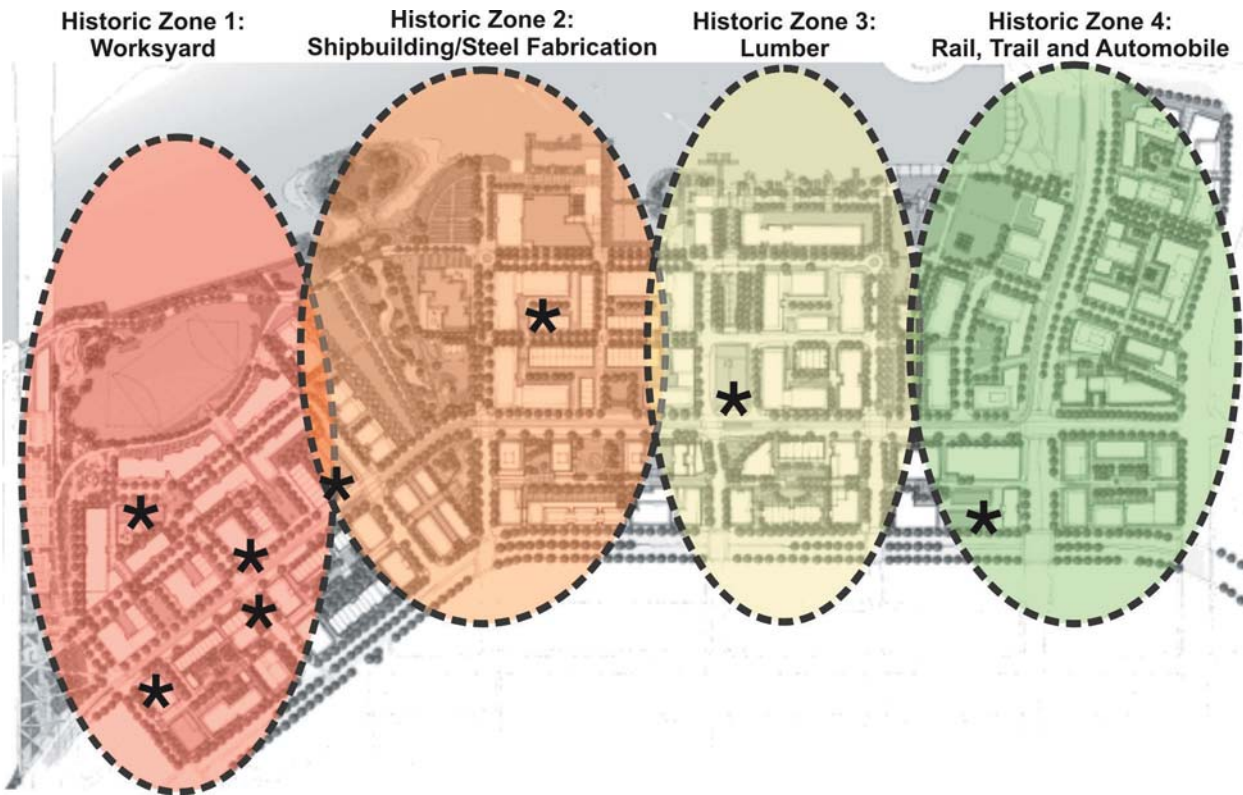
Level	Media	Description	Location(s)	Example(s)
4	Real Things	Interpretive panels that match original site or buildings in style "Telephone" sound stations	Historical Structures and Sites Located at structure or with best view of story. Interpret style to reflect story e.g. stack of lumber at sawmill, filing cabinet in offices, curved metal surface for shipbuilding, etc. – Pick up phone in historic-style phone booth and "overhear" conversations between workers at the facility	Cab of a Hayes Truck with voice of a truck logger talking about how truck logging changed the industry Bridge Crane operator discussing the bridges fabricated at Canron Sound station in a phone booth could be a conversation between a builder ordering lumber and the mill with lots of background noise



Example station

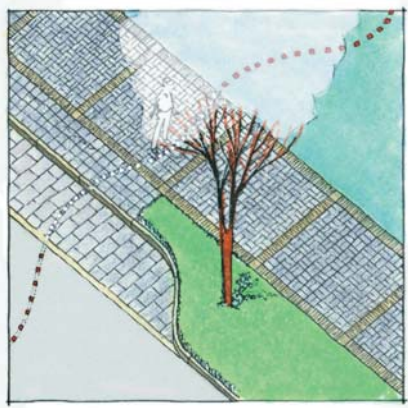


Opsal Steel Building  
(Photo Source: Vancouver Public Library)



## Level 5: Linear Interpretation

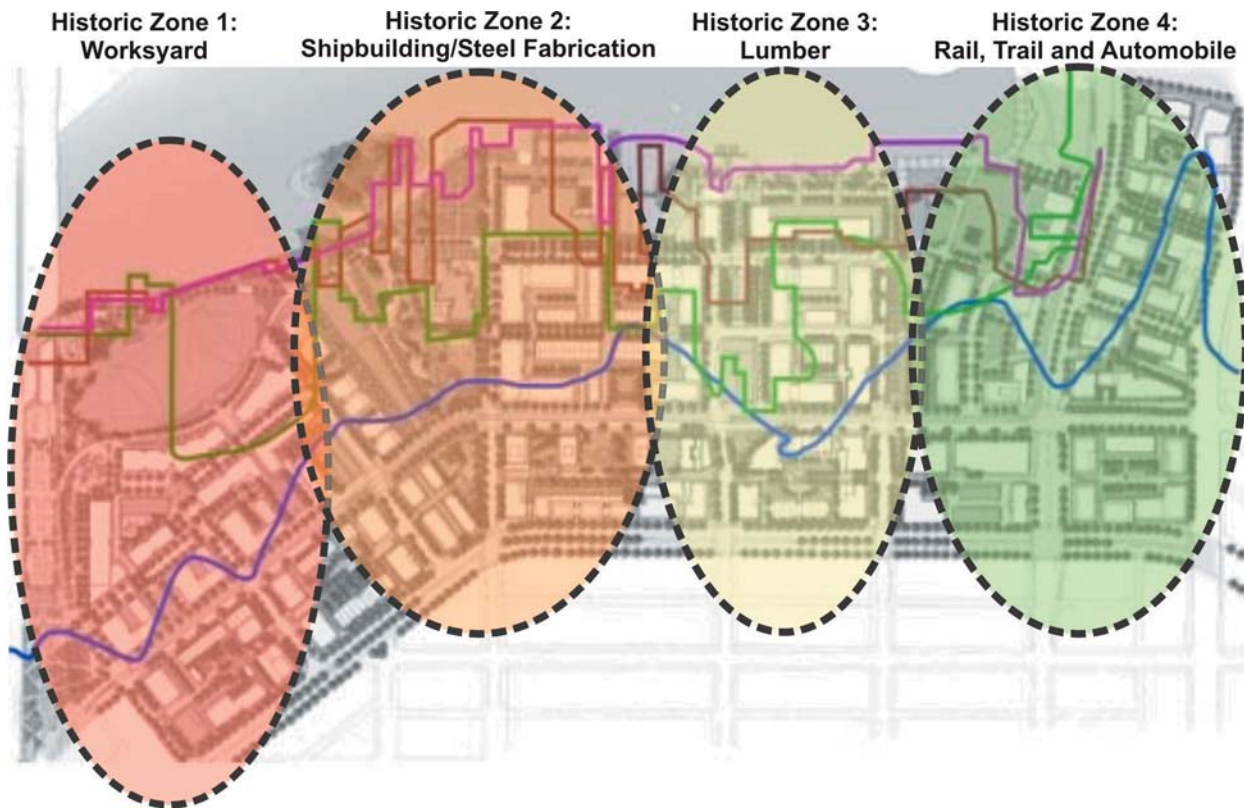
Level	Media	Description	Location(s)	Example(s)
5	Linear Interpretation	Markings on road and other surfaces with simple interp	Historic shorelines, railway Ground level marking or elevated (railing?) as appropriate & feasible	On the line marking the original, natural shoreline, is a list of animal and plant species that used to live here – should run the entire length of the marking



Expression of shoreline



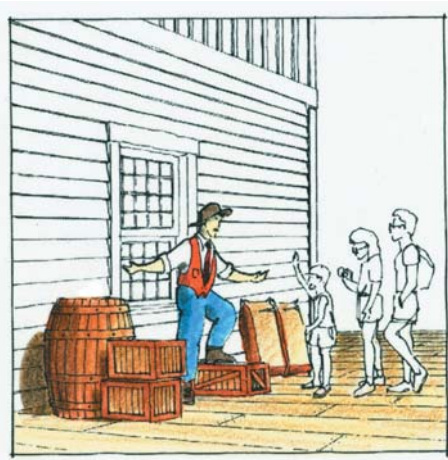
Precedent





## Level 6: Personal Interpretation

Level	Media	Description	Location(s)	Example(s)
6	Personal Interpretation	Guided walks, living history, theatre	Anywhere (except theatre) Guided walks could be provided by volunteers, heritage society members, past workers, entrepreneurs, etc. Theatre companies could stage plays about False Creek on the stage in the Manitoba Plaza	Theatre presentation about women's feeling when the men came back from war and took back their jobs



Interpreter at the Salt Building



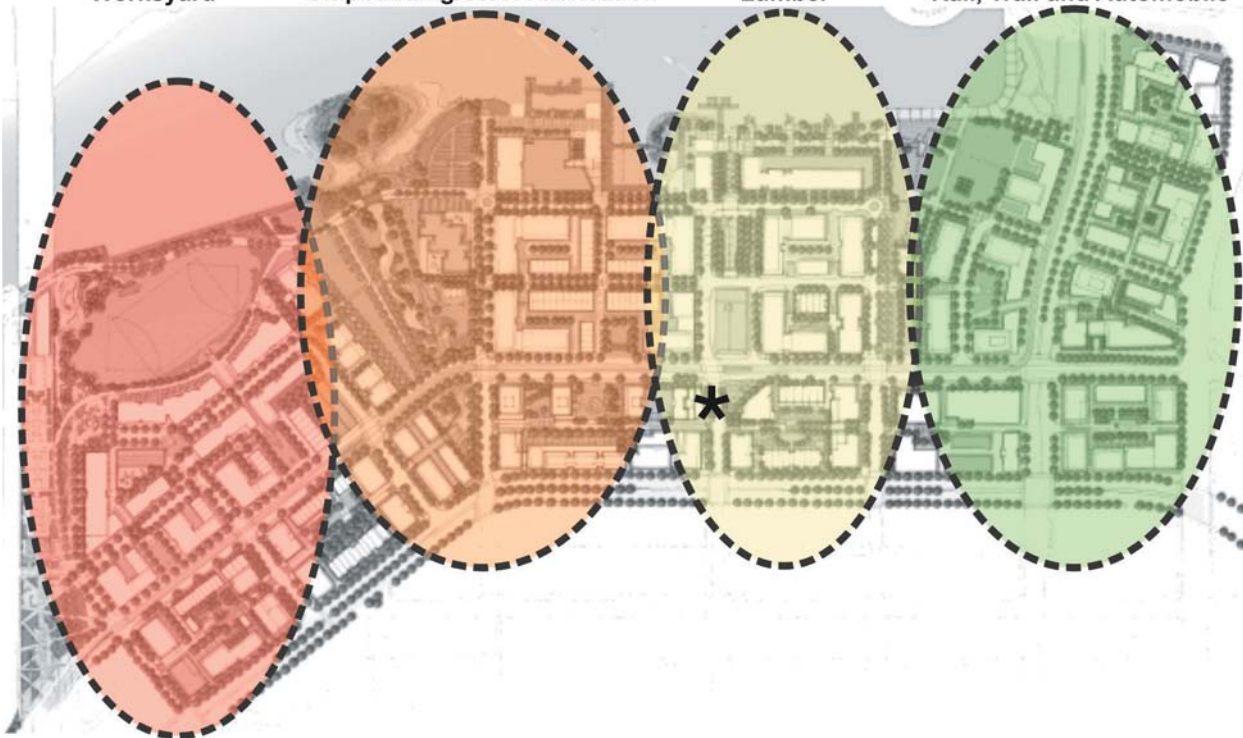
Interpreters in Costume

Historic Zone 1:  
Workyard

Historic Zone 2:  
Shipbuilding/Steel Fabrication

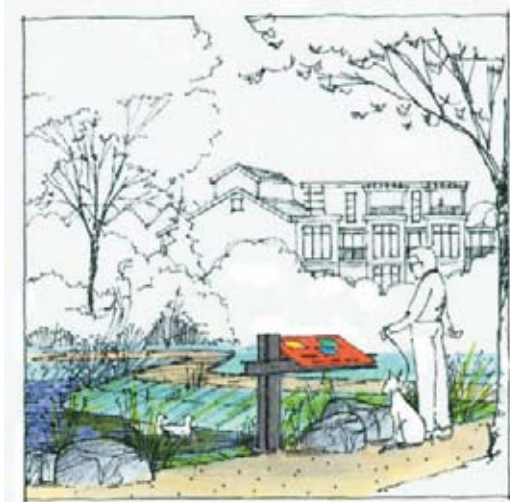
Historic Zone 3:  
Lumber

Historic Zone 4:  
Rail, Trail and Automobile



## Level 7: Interpretive Panels

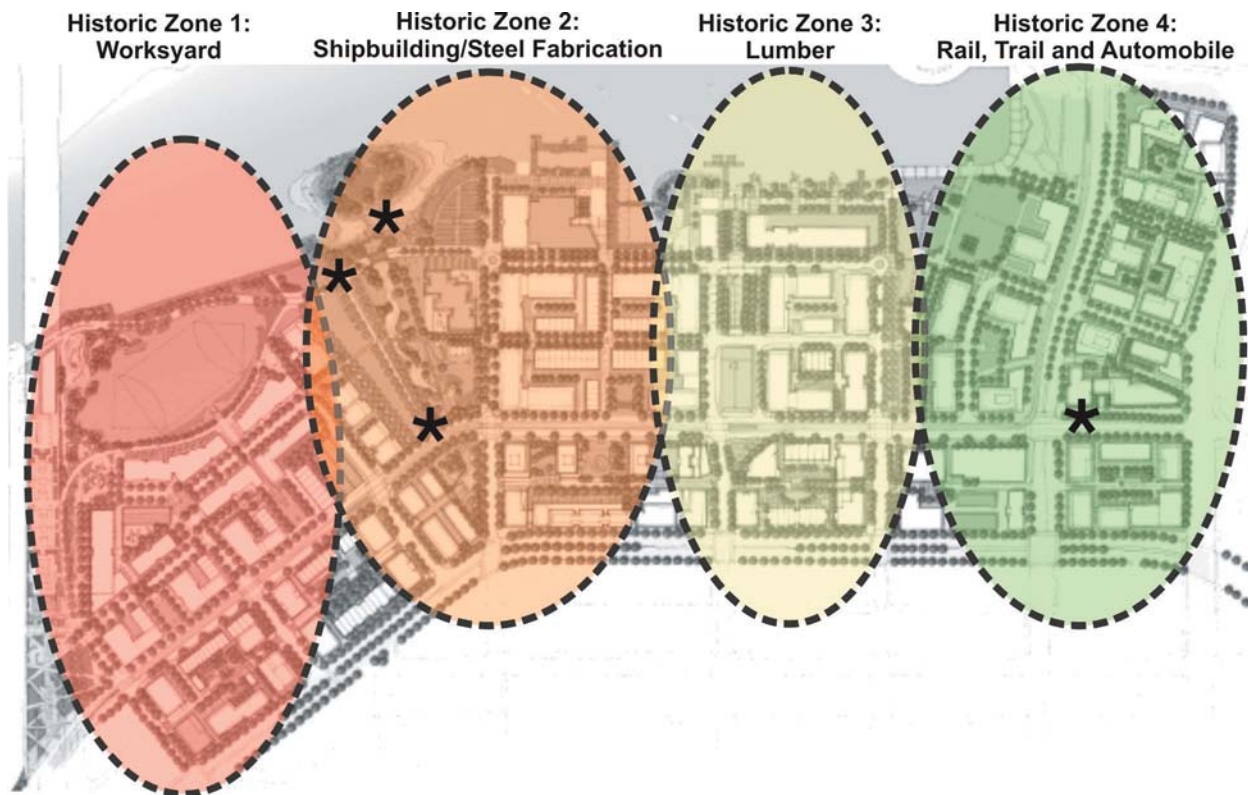
Level	Media	Description	Location(s)	Example(s)
7	Interpretive Panels	Guided walks & interpretive panels	Modern Features: Habitat Island, Stormwater Wetland  Panels and walks could be designed and led by students from the elementary school	Students do a sustainability mural and give special tours to other school kids about sustainability



Example Content



Panel at the Wetland



## 4.6 Connections: Interpretation and Urban Design

Interpretation can best be considered as “layers” of experiences that complement and influence other related design components, including landscape design, urban design, and public art. While these layers must fit together seamlessly, they also each have their own needs and objectives.

The integration of interpretation, urban design and public art is key to the success of the public realm plan. This section lists the design media that complement the interpretive layers.

Design media include:

- **Materials:** to evoke past patterns of land use and building construction. This may include re-used materials;
- **Form & Character:** to contribute to the ‘spirit’ of the place and help to communicate its history and heritage; and
- **Names and Words:** to evoke past uses as well as groups and individuals associated with a place.

These media are manifested in the following design components:

- **Neighbourhood Identification and Character:** SEFC’s three neighbourhoods reflect the history of land use in the area. Each neighbourhood’s character is derived from its history.
- **Architecture:** Building design should reflect the historical design characteristics of the area by recalling formal elements, massing, roof forms, window openings, materials, and other features in the new designs. These characteristics are identified in the Statements of Significance.
- **Public Art:** Public art may be influenced by the themes identified in the interpretive strategy. It may also be influenced by the design media identified here.



# 5

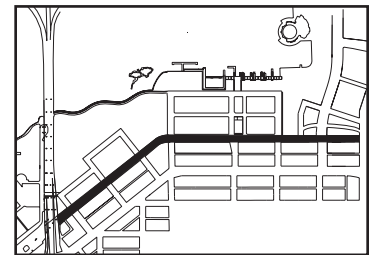
## Public Realm Design Concept

### 5.1 Streets

The internal street network is to consist of local-serving residential streets with one moving lane in each direction, except for the laneway east of the Salt Building which is one-way. While maintaining their respective access and circulation functions, the street environments are to provide a high quality public realm and pedestrian environment.

#### 5.1.1 Distinctive Street / Neighbourhood Collector

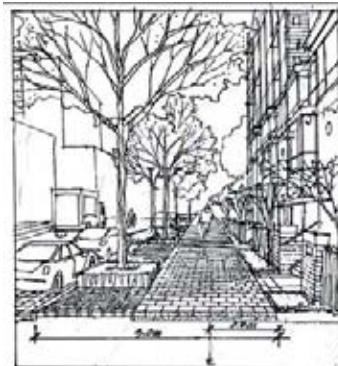
First Avenue will truly be a distinctive street within SEFC. The integration of the streetcar within the centre green median will create one of the most unique streetscape characters within urban Vancouver. First Avenue is a Historic Street (originally known as Front Street) reflecting the shape of the original shoreline prior to industry and the filling in of False Creek. As the dividing street between the City owned and private lands, First Avenue will act as a seam between the two precincts that form the neighbourhood.



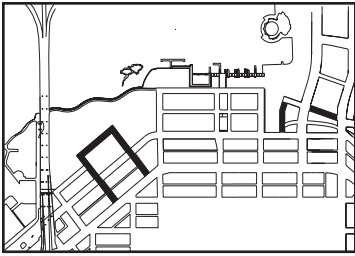
The land use along First Avenue is mixed and varied; therefore the streetscape character should be adaptable and flexible to provide opportunities for integration with the building uses. The boulevards and corner bulges will differ in character along the north-south street crossings and land uses. A larger boulevard on the north side provides more space for seating and planting opportunities. Many corner bulges will also serve as gateway features and should be incorporated into the gateway design strategies.



First Ave - North Side

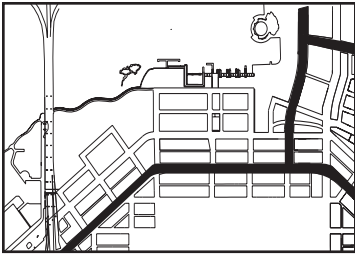


First Ave - South Side



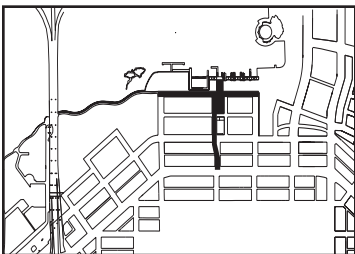
### 5.1.2 Neighbourhood Street

These streets serve as access through residential neighbourhoods, accommodating vehicular traffic and pedestrian movement. The street edges are defined by ground-oriented residential buildings providing a layering of public and private spaces with patios and stoops overlooking tree-lined sidewalks. Planted boulevards and corner bulges function to enhance the neighbourhood character and create a distinctively intimate street environment.



### 5.1.3 Arterial Street

The major streets providing access to the site are Terminal Avenue, Second Avenue and Quebec Street. These streets provide for the movement of goods and services through the community and function as important cross-town commuter and transit routes. Planted medians, tree lined boulevards, improved sidewalks, and corner bulges on side streets function to reduce the scale of the street corridor.



### 5.1.4 High Street and Plaza Commercial Street

The High Street and commercial streets define the heart of the SEFC Community. These streets will be highly animated and filled with people at all times of the day and throughout all seasons. They border or embrace active retail, community facilities and open spaces. Manitoba Street and the waterfront street should be identifiable as the heart of the neighbourhood through the use of special paving treatment on the driving and pedestrian surfaces. The interface of the public realm should be seamless with public open spaces such as plazas and parks.

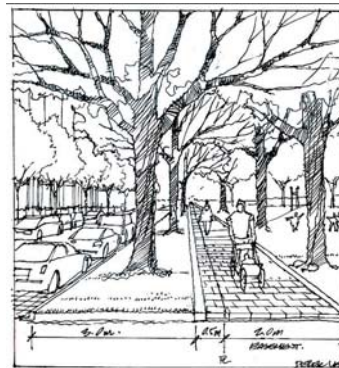
These streets offer opportunities for the integration of public art. The corner bulges in these streets will be very urban in character and many will also serve as gateway features. Public art should be incorporated into the gateway design strategies.



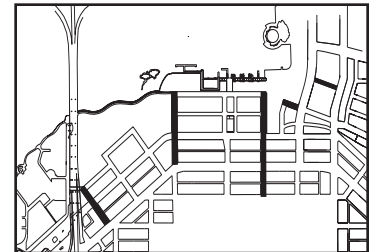
Front Street Section

### 5.1.5 Park Street / Greenway

The Park Streets are streets that either border on or end in a public park. In the case of Ontario Street it is also a major Greenway Street. These streets will have parking on either one or both sides and have a significant 'green' and/or park like feel. Wider boulevards planted with large scale trees (where possible), low ground cover, and perennials that provide varied colour, texture and scent will create the park like character.

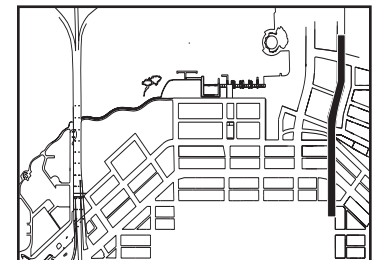


Columbia St. - west side



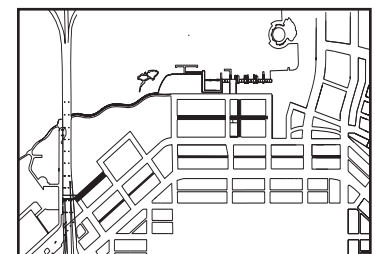
### 5.1.6 Historic Street / Arterial Street

Main Street is an urban transportation showcase street. It is considered significant in Vancouver's historic development and is designed as a historic street. Special treatment of the public realm is necessary on this street in order to maintain and honor this designation. Setbacks should be increased to provide separation between the buildings and the roadway and to ensure there is significant space for large scale street trees. The walking surface on these streets should extend to the building face or semi-private edge.



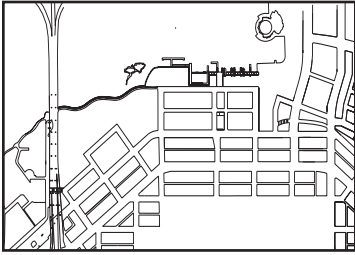
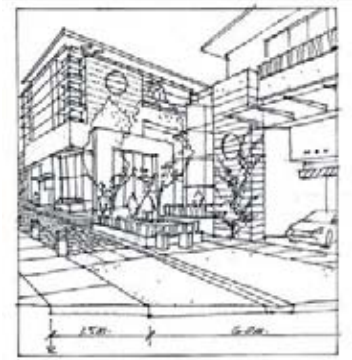
### 5.1.7 Neighbourhood Mews / Lanes / Alleys

Neighbourhood Mews in SEFC serve an important multi-purpose role. They extend the pedestrian experience into the vehicular realm. These mews provide both service and local resident vehicular access. Some mews within SEFC will have a residential character, while others south of First Avenue will have a mixed use character and should be designed in a more robust manner.



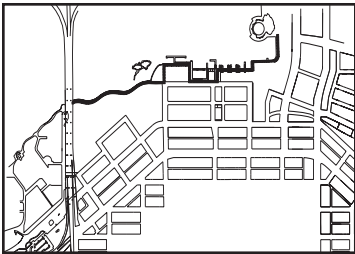


Each block of mews should have distinguishing characteristics that reflect unique qualities of the development and/or particular block. The laneways are also potential locations for green courtyards which could provide for a variety of uses such as outdoor areas for restaurants, residential yards and landscaped areas for relaxation and play.



### 5.1.8 Neighbourhood Mews: Non-vehicular

These internal corridors through neighbourhood blocks provide access to semi private open spaces and private residences. Unique in character, with informal plantings, furnishings and a variety of paving materials, the Neighbourhood Mews provide intimate linkages that are pedestrian in scale.



### 5.1.9 Waterfront Promenade

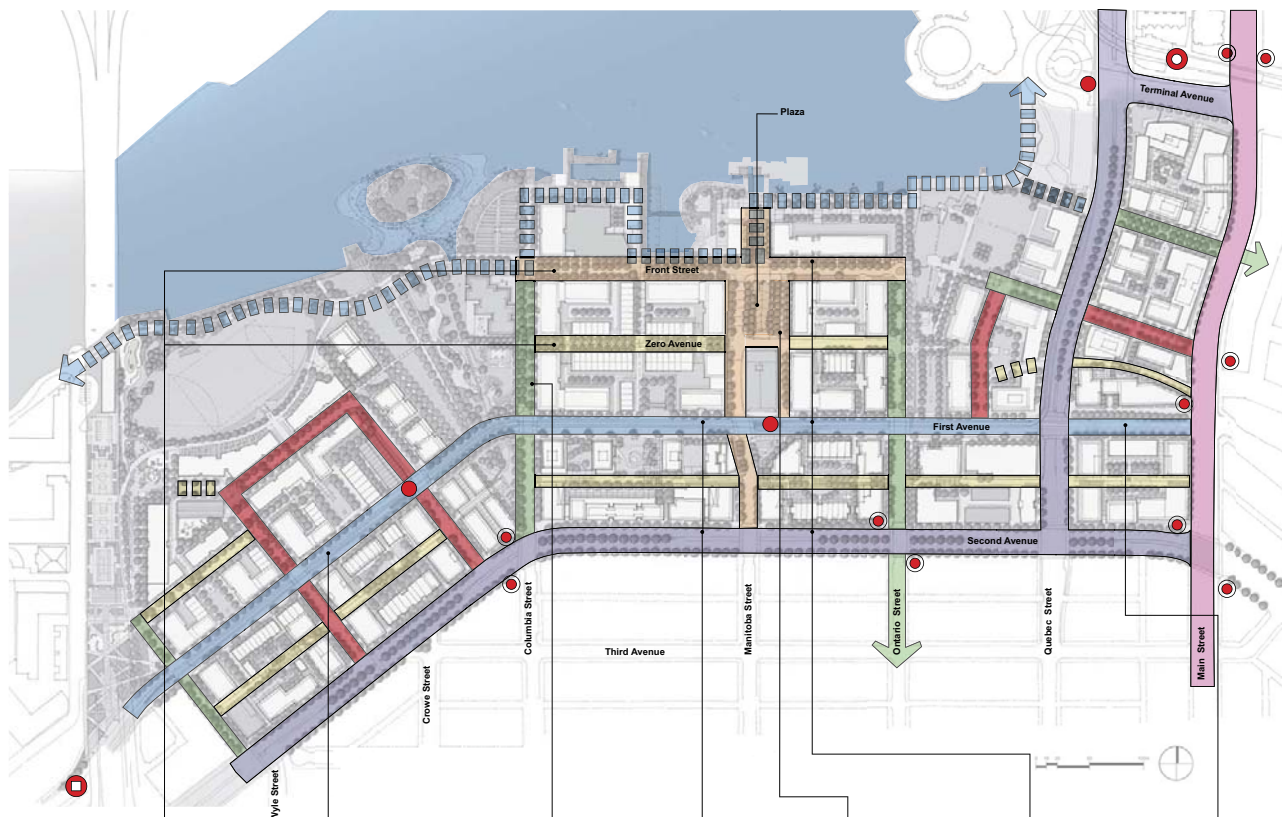
The waterfront promenade builds on the existing seawall walk that connects the entire downtown waterfront. It will provide a varied experience ranging from a timber boardwalk to a kiosk-lined paved promenade. There will be opportunities to connect with the water at various places with seating terraces, boat and kayak launches and piers.

## 5.2 Public Rights of Way

There are a number of public Rights of Way that extend through the SEFC community. Some of these open spaces are dedicated while others are only identified in the ODP. These Rights of Way fall within private lands, but allow for public connections either east/west or north/south to provide a strong connection throughout.

These connection spaces should incorporate rainwater collection, urban agriculture, biodiversity, and wayfinding. Like all other open spaces, these Rights of Way should reflect the neighbourhood character and should consider the surrounding building architecture.

Specific design allowances may need to be considered to ensure the viability of the public realm Rights of Way design interventions. For example the underground parking areas and /or building structures below these areas should allow for trees, plant material, and other landscape elements within and through these areas.



- Distinctive Street/Neighbourhood Collector**  
The integration of the streetcar median in the centre median of First Avenue and a larger public realm on the north side of the street will create a distinctive and unique streetscape character. Distinctive features will include walking surface materials, boulevards, corner bulges, street trees and site furnishings.
  - Neighbourhood Street**  
These streets serve as access through residential neighbourhoods, accommodating local vehicular traffic and pedestrian movement. Street edges are defined by ground-oriented residential providing a layering of private and public spaces, with patios and stoops accessing tree-lined sidewalks. Planted boulevards, and corner bulges function to enhance the neighbourhood character and create a distinctively intimate street environment.
  - Arterial Street**  
These streets provide for the movement of goods and services through the community. Four lanes of traffic with turning lanes accommodate higher traffic volumes while planted medians, tree lined boulevards, and corner bulges function to reduce the scale of the street corridor.
  - Neighbourhood Mews / Lane / Alley**  
The mews/lanes/alleys of SEFC extend the public pedestrian realm into the vehicular realm and serve multiple purposes. The mews accommodate both service vehicles and local resident traffic as well as pedestrian uses. Each block of mews will be unique, with informal planting, possibly including urban agriculture, a variety of paving materials, and bollards to define vehicular areas.
  - Neighbourhood Mews Non Vehicular**  
These internal corridors through neighbourhood blocks provide access to semi-private open spaces, private residences and community facilities. Unique in character, with informal planting, furnishings and a variety of paving materials, the Neighbourhood Mews provide intimate linkages that are pedestrian in scale.
  - High Street and Plaza Commercial Street**  
These streets define the heart of the SEFC community since they border on the active retail, community facilities and open spaces. This unique area should be identifiable through the use of special paving materials on dining and pedestrian surfaces, street trees, furnishings and public art.
  - Park Street / Greenway**  
Park Streets either border on or end in a public park. Ontario St. is part of an integrated Citywide greenway network designed for pedestrians and non-motorized vehicles. Both street types typically contain parking on either side and have a significant green and/or parklike character. Tree-lined edges, a variety of paving, furnishings, and public art provide character defining elements for the SEFC community creating a distinctive precinct along the greenway network.
  - Waterfront Promenade**  
The waterfront promenade builds on the existing seawall walk that connects the entire downtown urban waterfront. It will provide a varied experience ranging from a timber boardwalk to a kiosk lined paved promenade, and will connect with the water at various places with seating terraces, boat and kayak launch and piers.
  - Historic Street/Arterial Street**  
Main Street is an urban transportation showcase street. It is considered significant in Vancouver's historic development and is designated as an historic street. Special treatment of the public realm is necessary on this street in order to maintain and honor this designation.
- Transit Nodes:**
- Bus Stop
  - Streetcar Stop
  - Skytrain Stop
  - Future Canada Line and Streetcar Stop



# Southeast False Creek Public Realm Plan

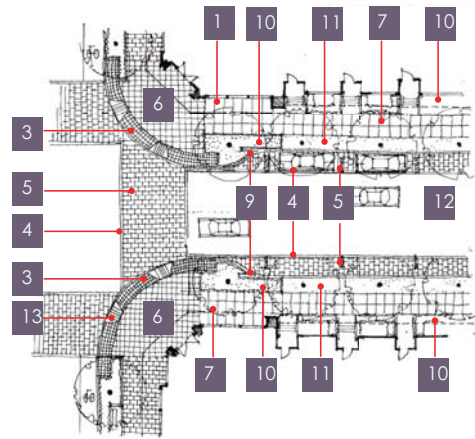
# Typical Streetscape Concept

June 13, 2006  
City of Vancouver



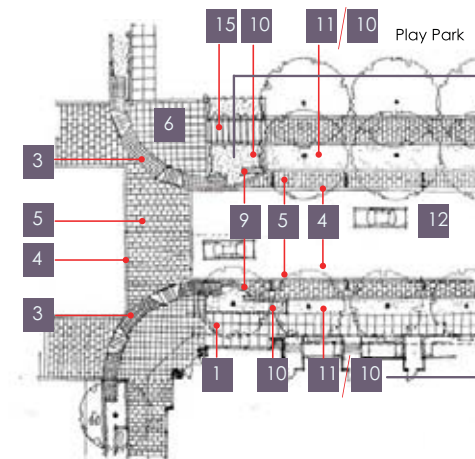
**LEGEND**

- 1 301 x 151 x 60 mm concrete unit pavers, running bond, natural grey/granite/charcoal
- 2 cast in place concrete, sandblast finish
- 3 102 x 102 mm local granite sets, stacked bond
- 4 152 mm width concrete band, sandblast finish
- 5 301 x 151 mm x 80 mm concrete unit pavers, herring bone pattern, natural grey/granite/charcoal
- 6 301 x 301 mm x 60 mm concrete unit pavers, stack bond pattern, natural grey/granite/charcoal
- 7 cast-in-place concrete sidewalk, broom finish
- 8 152 mm height x 152 mm thick concrete edge
- 9 cast-in-place concrete runnel
- 10 shrub planting
- 11 lawn
- 12 asphalt
- 13 City of Vancouver standard curb let down
- 14 stamped concrete, 301 x 151 mm, running bond, natural grey
- 15 precast concrete bridge crossing, sandblast finish
- 16 metal bollard



**Neighbourhood Street**

Scale 1: 200



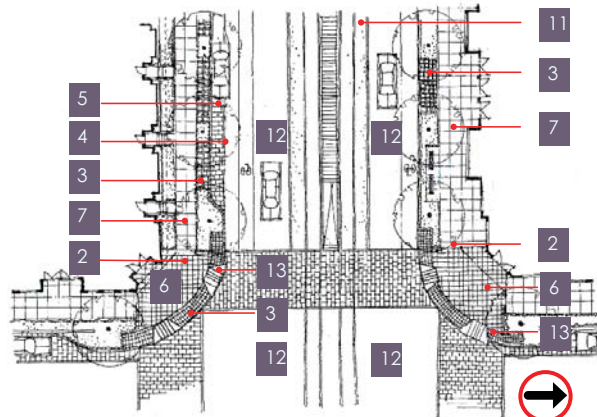
**Park Street/Columbia Street  
(North of 1st Avenue)**

Rain garden where possible + appropriate

3m wide boulevard when adjacent to park

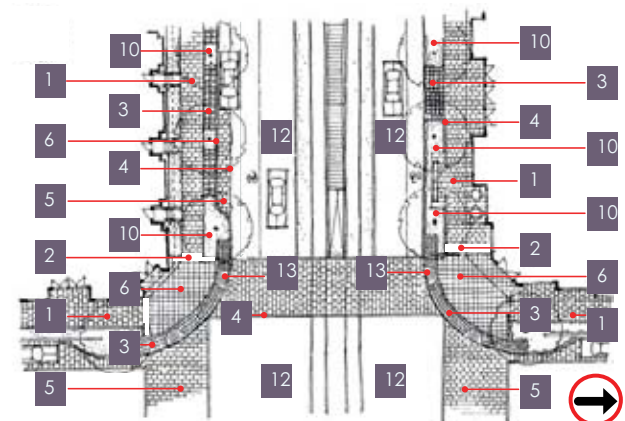
Note: Place 301 x 301 mm x 60 mm pavers in planting for access to sidewalk areas when shrubs/gravel cover planted.

Scale 1: 200



**Distinctive Street/1st Avenue  
Olympic Village  
(West of Columbia St. + East of Ontario St.)**

Scale 1: 200



**Distinctive Street/1st Avenue  
Olympic Village  
(Between Ontario St. + Columbia St.)**

Scale 1: 200



**Southeast False Creek  
Public Realm Plan**

**Typical Conceptual Streetscapes**

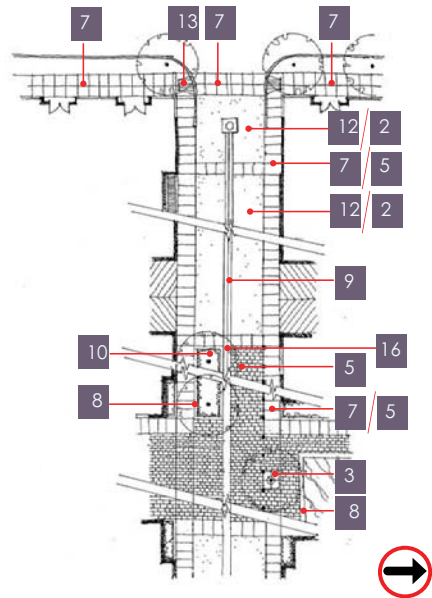
June 13, 2006  
City of Vancouver



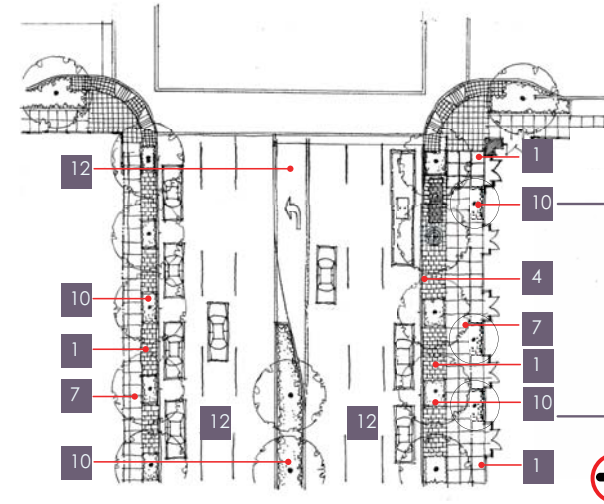


**LEGEND**

- 1 301 x 151 x 60 mm concrete unit pavers, running bond, natural grey/granite/charcoal
- 2 cast in place concrete, sandblast finish
- 3 102 x 102 mm local granite sets, stacked bond
- 4 152 mm width concrete band, sandblast finish
- 5 301 x 151 mm x 80 mm concrete unit pavers, herring bone pattern, natural grey/granite/charcoal
- 6 301 x 301 mm x 60 mm concrete unit pavers, stack bond pattern, natural grey/granite/charcoal
- 7 cast-in-place concrete sidewalk, broom finish
- 8 152 mm height x 152 mm thick concrete edge
- 9 cast-in-place concrete runnel
- 10 shrub planting
- 11 lawn
- 12 asphalt
- 13 City of Vancouver standard curb let down
- 14 stamped concrete, 301 x 151 mm, running bond, natural grey
- 15 precast concrete bridge crossing, sandblast finish
- 16 metal bollard

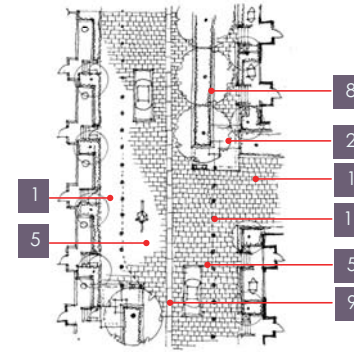


Typical Neighbourhood Mews/Lane/Alley Scale 1:200



Arterial Street/West Second Ave. Scale 1:200

Note: Planting area lengths can vary (min. 1.5 m long)



Neighbourhood Mews/Lane/Alley Zero Avenue Scale 1:200

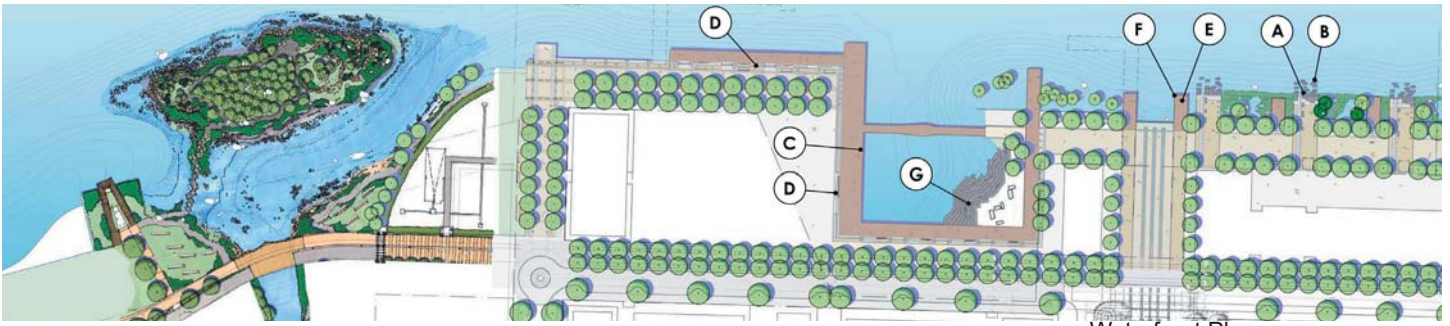


**Southeast False Creek  
Public Realm Plan**

**Typical Conceptual Streetscapes**

June 13, 2006  
City of Vancouver





Waterfront Plan

### 5.3 Waterfront

The waterfront in SEFC is designed to be varied in landscape character and experience. This character should range from passive natural to active urban and reinforce the surrounding land uses. The waterfront is designed to engage and attract the public, while protecting and enhancing the environment and expressing sustainability. The overall design character is comprised of the original natural creek environment overlaid and integrated with the industrial heritage that dominated the water's edge until recently.

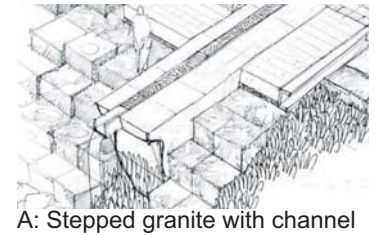
The land uses along the waterfront include a community centre and non-motorized boating facility, residential uses, and retail and commercial uses which generate activity along the waterfront and particularly the village centre of sub-area 2A, where the most animation is anticipated.

Wherever possible, along the entire length of the waterfront there should be opportunities for the public to engage and interact with the water and participate in water activities. Future development could include floating structures with public uses such as restaurants and water related commercial activities. The design of the waterfront should reflect the surrounding neighbourhood character areas and reinforce the urban design and universal access objectives established in the ODP. Strong connections from the neighbourhoods to the waterfront are encouraged and are critical in connecting the urban fabric to the waterfront.

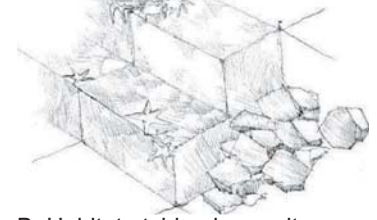
#### 5.3.1 Waterfront Parks

The waterfront parks include park areas such as the Hinge Park, Ontario Street Greenway Park, play fields and sports courts. The waterfront parks should be designed with direct linkages to the neighbourhoods to the south, specifically to First and Second Avenues.

A number of smaller neighbourhood park spaces are planned within the larger waterfront parks. Children's play areas should be designed in each of these neighbourhood spaces. The waterfront parks could also include: play areas, urban agriculture, rainwater collection, biodiversity, recreation and universal access. Public connections should extend around the parks creating a true publicness within the waterfront park areas.



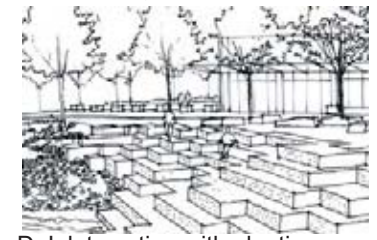
A: Stepped granite with channel



B: Habitat etching in granite



C: Inlet bridge and deck railing



D: Inlet seating with planting



E: Wood deck structure



F: Deck bullrail with lighting



## 5.4 Parks

The parks and public open space in SEFC comprise almost 26 acres. All the parks and public open spaces within the SEFC precinct should be rich in character and experience. Sustainability is fundamental to the design of the spaces and should be prominent and visible wherever possible.

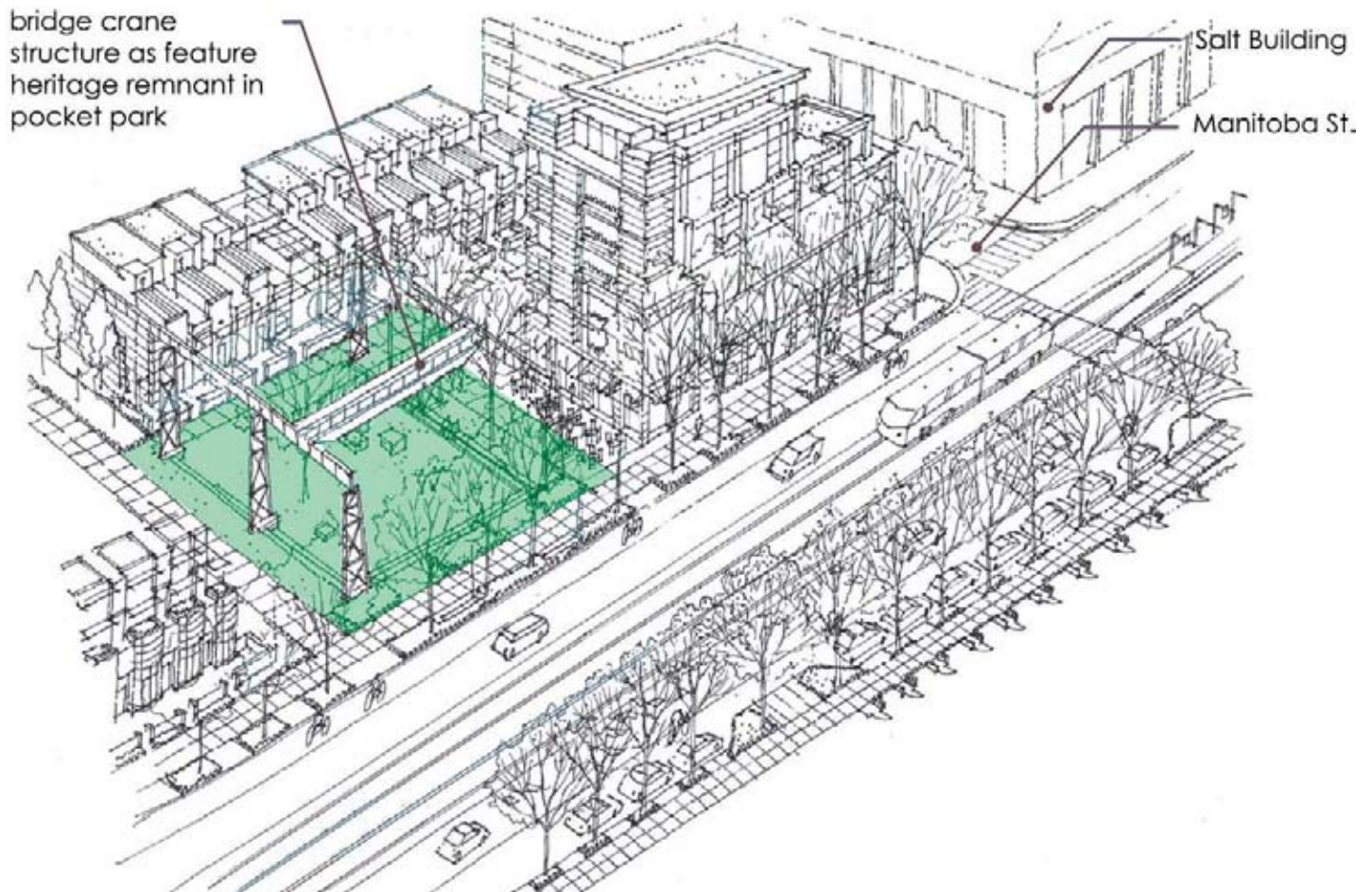
### 5.4.1 Pocket Parks

The various pocket parks in SEFC are designated park spaces that will serve as garden, open space and/or park relief. These parks should be reflective of the neighbourhood character and respond to the surrounding building uses and architecture. Wherever possible and appropriate, heritage artifacts should be incorporated into the design of these parks. As an example, the Bridge Crane has been designated for the Shipyard Neighbourhood pocket park located between Columbia and Manitoba Streets fronting on First Avenue.



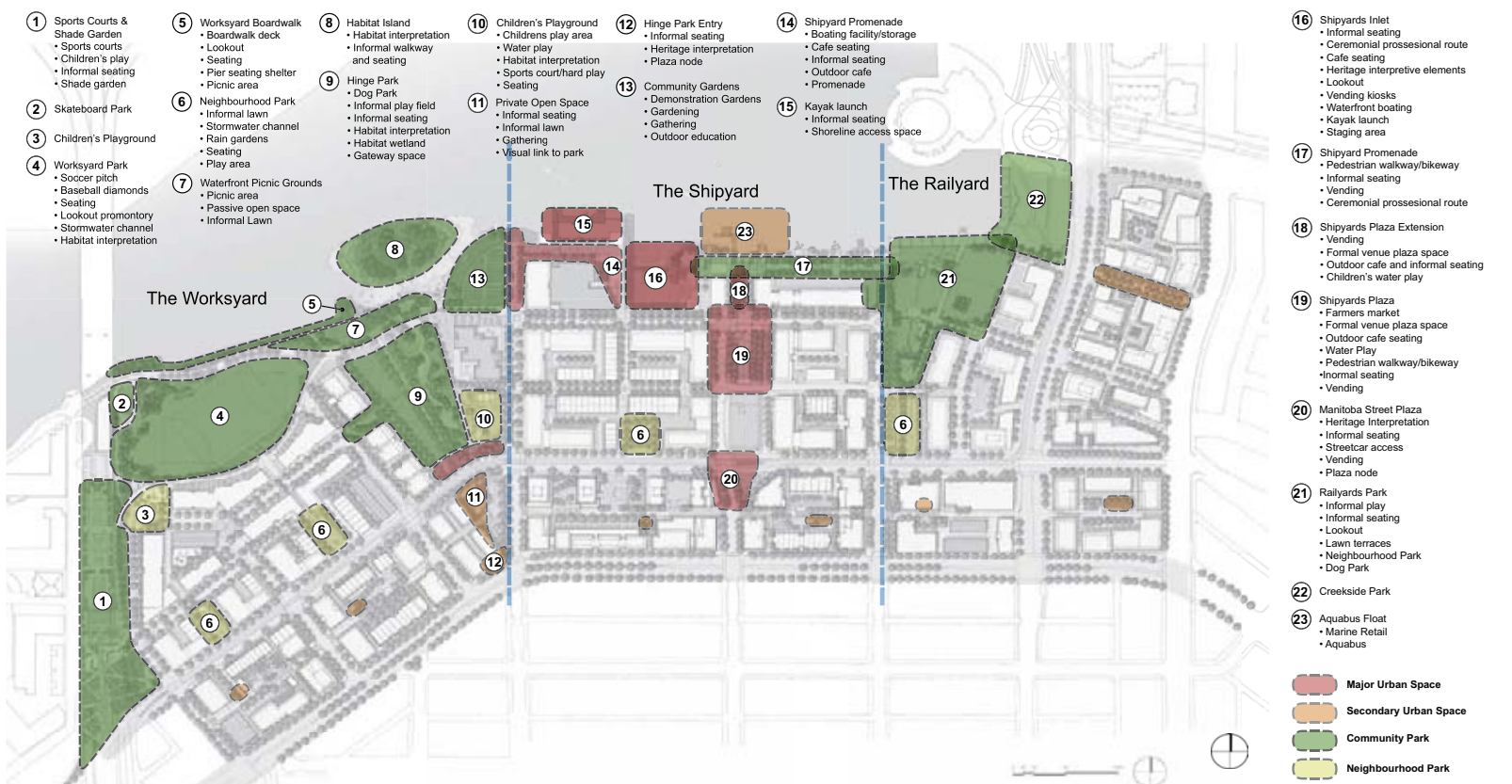
Model of Bridge Crane

These small scale parks should be simple, robust and well detailed in their design. They are perfect opportunities for urban agriculture, rainwater collection and expression from the surrounding buildings. These parks should have a public feel and not be perceived as the private open space for the surrounding residences. Wherever possible they should connect and integrate with proposed public right of way linkages.



Bridge Crane Park at First and Columbia



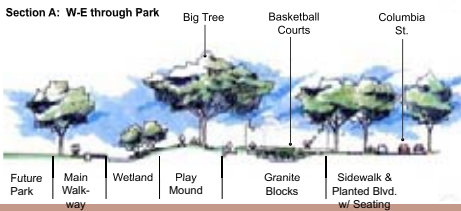


# Southeast False Creek Public Realm Plan

# Public Open Spaces & Programming

June 13, 2006  
City of Vancouver





### Play Park Program

- ① **Play Mound**  
A mound that is 3-4m high which features a hand water pump and runnel system that outfalls in the pond or in a sand area depending how the children direct the weirs. The water comes from stored rainwater in a cistern.
  - ② **Sand Play Pit**  
An area for kids to play in the sand and capture the water running down the runnel. The area is partially framed by a sinuous wall that weaves up and down at different levels for kids to walk along.
  - ③ **Walk the Plank**  
A concrete walk that extends over the stormwater pond. The path cuts through the play mound with concrete walls that reflect the soil stratification and bugs that would be beneath the ground.
  - ④ **Big Tree**  
A feature giant tree that provides a sense of permanence and scale to the park.
  - ⑤ **Play Structure**  
A play structure with resilient material and surrounded by benches and seating plinths.
  - ⑥ **Play Court and Hard Surface**  
Play court and hard surface used in various ways from chalk painting, ball hockey, basketball, tai chi, and dance to staging and performances.
  - ⑦ **Benches and Seating Plinths**  
Benches and various height granite seating plinths set in a granular base and beneath trees. The trees provide a shade for the children's parents while the various height plinths provide various seating and play opportunities.
  - ⑧ **Hopscotch Courts**
  - ⑨ **Logs**  
Large logs that offer play and seating opportunities while providing habitat for water microorganisms living in the wetland.
  - ⑩ **Concrete Sidewalk Bridge and Pathway**  
Concrete blocks that extend across the wetland and step up and over the mound. The concrete sidewalk path cuts through the park and extends from the street to the creek. Sandblasted images.
  - ⑪ **Seating Alcoves**  
Quiet seating alcoves protected and screened by plantings. The areas will provide a variety of seating, small tables and games tables for children, parents and caregivers experiencing the park.
  - ⑫ **Original Shoreline**  
The original shoreline will be marked with exposed aggregate paving and a band of Blue Oak Grass, reflecting the original shoreline of False Creek. This feature will extend through the Play Park, Hinge Park, and along First Ave, wherever possible.
  - ⑬ **Wetland Source**  
The outfall for the stormwater from the streets and various sources that feed the wetland. At the street level a series of rocks create an informal seating and public art opportunity. The original False Creek shoreline passes through reinforcing the importance of water through history to this area.
  - ⑭ **Remnant Rail Line**  
Railway ties and gravel mark one of the old railway lines through the Workyard Neighbourhood. The rail line serves as a path for children to run and play along as well as a structured area for trucks that will service the wetland. Names of rail lines, services and goods can be embedded in the ties to remember the reason for the tracks.
  - ⑮ **Reeds and Blocks**  
A series of large granite blocks that extend through the wetland reeds and plants to the waters edge. The granite blocks vary in height and size and provide seating, play, sunning, adventure, and staging opportunities for the children.
  - ⑯ **Play Wall**  
A concrete wall of various heights that extends through the entire park. It provides a balancing walk, seating, and play opportunity.
  - ⑰ **Storey Telling Circle**
  - ⑱ **Pedestrian Bridge**
  - ⑲ **Gabion Rock Walls**  
Metal wire gabions filled with round river rock of various colours and sizes reflecting the stacks of rock that would have been piled in the City Workyard. The gabion wall will be raised slightly at the edge of the walkway creating an edge protection to the water below.
  - ⑳ **Timber Dock**
  - ㉑ **Lawn Terrace**
  - ㉒ **Picnic Terrace**
  - ㉓ **Seating Terrace**  
Nestled between the large-scale trees and pedestrian lights a series of double sided benches offer great views to the parks, wetland, and people walking by to the waterfront.
  - ㉔ **Large Boulders**
- N.T.S.



# Southeast False Creek Public Realm Plan

## Park Concept - Plan

June 13, 2006  
City of Vancouver





## 5.5 Plazas

There are several plaza spaces in SEFC of varying scales. The main plaza spaces include the Village Square Plaza and Plaza Extension. The street plazas include the Manitoba and First Avenue Plaza, the Hinge Park Street Plazas, and other gateway nodes. The design of these areas should reflect the neighbourhood character and be recognized as important nodes and places in SEFC. The plazas should be designed with special attention to character and materials.

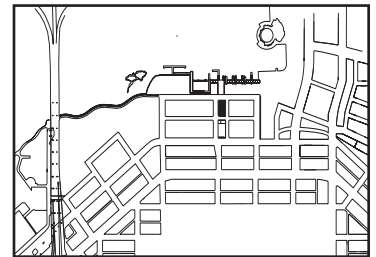
The Village Square Plaza is the heart of the SEFC precinct. The plaza and extension is intended to be one of the most active and flexible spaces in the community by serving as a place for public gathering, performances, ceremonies, outdoor markets, socializing and play.

A concept design for the plaza and extension has been established as part of the public realm plan. The next step in the process will be design development.

### 5.5.1 Village Square Plaza and Extension

The following principles will guide the design of the Village Square Plaza and Plaza Extension:

- sustainability, community, and place-making are important to the design integrity;
- vertical elements should be restricted to the eastern and western edges, reinforcing the inlet and characteristics of shipbuilding vernacular;
- patterning in the plazas should reflect the form of ships;
- the water feature should use recycled rainwater;
- the Village Square plaza should extend to the Plaza Extension to the north and both plazas should be well integrated even though a road divides the space; and
- the materials in the plazas should be high quality, durable, and have a sense of permanence.

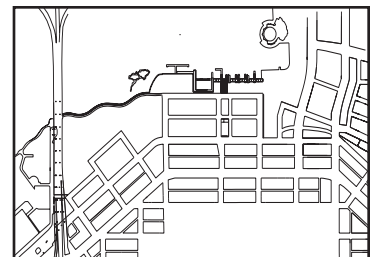


The principles that will guide the design development of Village Square Plaza include:

- the plaza design theme should reflect and respect the slipway concept, where water originally extended to the Salt Building;
- the plaza should be flexible to provide opportunities for various usages and programs as identified in the ODP and public realm plan;
- the plaza and adjacent streets should be able to accommodate a farmers market and craft fair on a temporary basis; and
- there should be an opportunity for covered protection in the plaza.

The principles that will guide the design of the Plaza Extension include:

- the Plaza Extension should provide active water play for children;
- space should be flexible and serve a multitude of program opportunities;
- space should visually extend to the water's edge;
- space should be provided to allow for commercial and restaurant uses to extend and interface with plaza area; and
- the plaza space should allow for people to easily pass through and/or around the spaces.







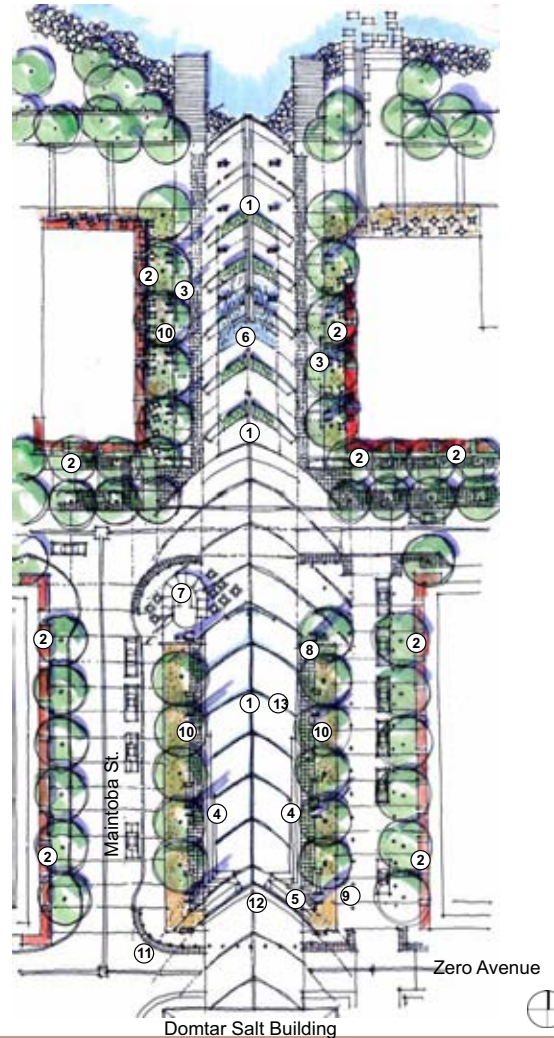
Ephemeral Plaza:



In winter, clean rainwater is collected from roof runoff from adjacent buildings and piped into a cistern beneath the plaza. Overflow runoff would be directed into False Creek.



In summer, vertical solar elements along the length of the plaza would utilize solar energy to operate a water feature in the plaza, using recirculating rainwater stored in the cistern beneath.



- ① **Flexible Plaza Space**  
The central space at the heart of the SEFC Village that would be used for a variety of purposes throughout the year for events such as farmer's markets, concerts, theatre, festivals etc. In non-event times the space would become a passive neighbourhood space.
- ② **Retail Edge**  
Activated edges that surround the plaza that may include a variety of retail and services that function to bring life to the plaza environment.
- ③ **Vertical Light Columns**  
Multifunctional vertical elements characterized as metal I-beams would serve as feature lighting, with informal seating at the base. These vertical elements would echo the original structures used for ship building and define the longitudinal plaza space as a former slipway.
- ④ **Terraced Seating Edge**  
An area of informal seating surrounding the south side of the plaza allows views into the central plaza space and encourages people watching.
- ⑤ **Waterwall Feature**  
During the summer months, a recirculating water feature would provide interest to the plaza when not in use for events. Rainwater collected during the winter months and stored beneath the plaza would be the primary water source while renewable solar energy would be used to operate the water feature in the summertime.
- ⑥ **Children's Waterplay**  
A children's water play area with raised seating + water tunnel to creek.
- Retail Kiosks**
- ⑦ **Children's Waterplay**  
One or two small kiosks with retail services such as coffee shop, newsstand, florist etc. would add animation to the plaza space and provide retail continuity along Front Street. Informal arrangements of seating associated with the kiosk(s) would further animate the space.
- ⑧ **Seating Edge**  
A variety of seating elements create a border around the plaza where people can comfortably sit beneath the tree canopies and observe activity within the plaza.
- ⑨ **Plaza Laneway**  
The east side of the plaza would be defined with a one way vehicular laneway with parallel parking. A continuation of the plaza paving and bollards to define the lane would give priority to pedestrians and encourage slower traffic. During special events the street may be closed.
- ⑩ **Aggregate Surfacing**  
An area of crushed granite surrounding the heart of the plaza would create textural variety that would compliment the adjacent concrete pavers. This would provide space for large trees and would function as a permeable drainage strip to collect, filter and store rain water during the winter months.
- ⑪ **Concrete Pavers**  
Concrete pavers would define the plaza precinct, extending across the plaza to include the surrounding streets. The nature of this special paving would create a pedestrian friendly environment and would provide a cue to motorists to slow down.
- ⑫ **Stage**  
A stage at the south end of the plaza would provide a venue for a range of performances. The plaza space could accommodate up to 800 spectators. The Salt building would provide an ideal backdrop to the stage, with the option of closing a section of Zero Avenue to accommodate larger performances.
- ⑬ **Patterned Runnels**

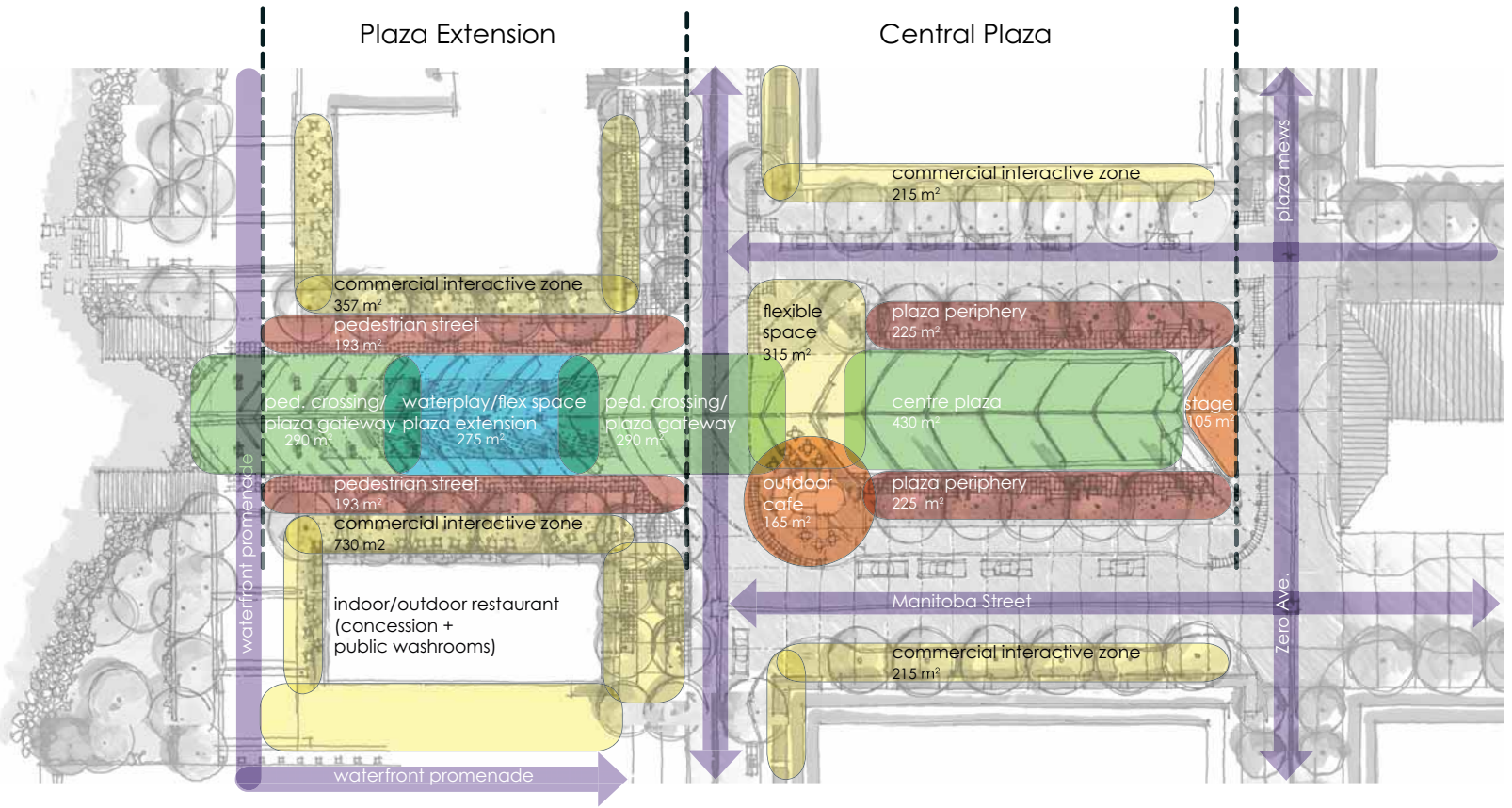


# Southeast False Creek Public Realm Plan

# Village Plaza Concept - Plan

June 13, 2006  
City of Vancouver

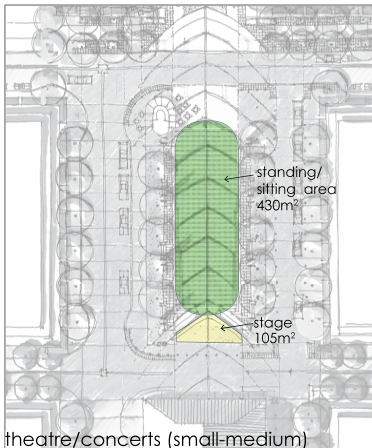




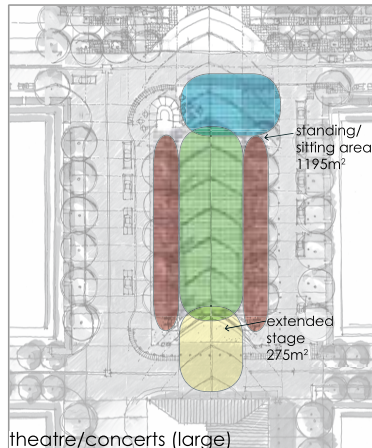
scale 1:250 ⊕



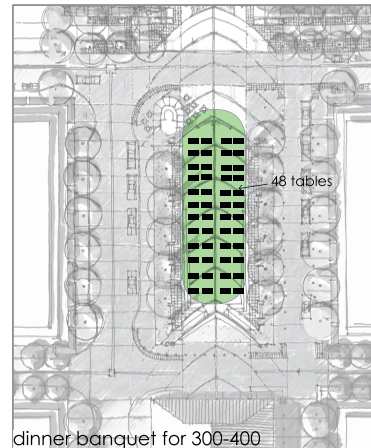




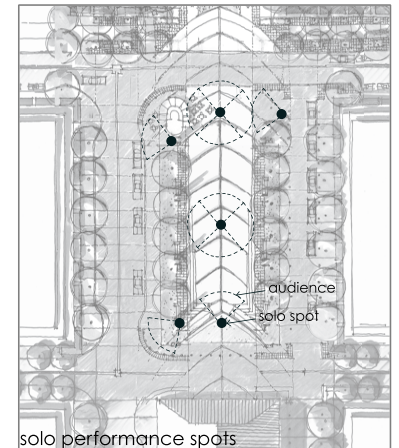
**theatre/concerts (small-medium)**  
 normal standing total: 430  
 crowded standing total: 642  
 seated total: 358



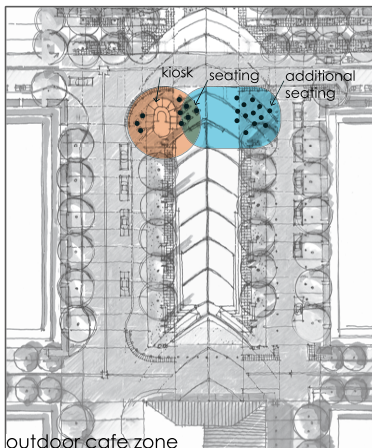
**theatre/concerts (large)**  
 normal standing total: 1195  
 crowded standing total: 1784  
 seated total: 996



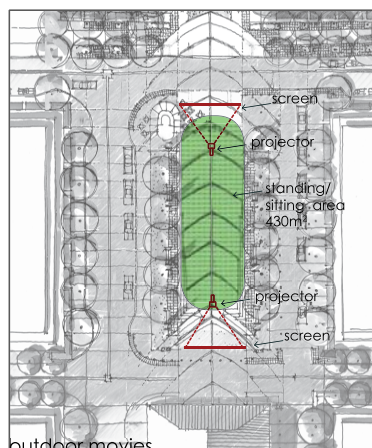
**dinner banquet for 300-400**  
 ■ 1.2 x 2.4 m tables - 8 per table



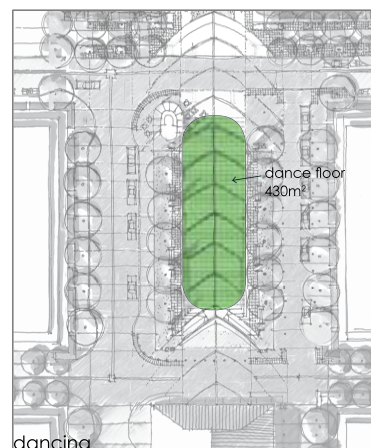
**solo performance spots**  
 ● opportunities for solo performances to occur at the same around the plaza



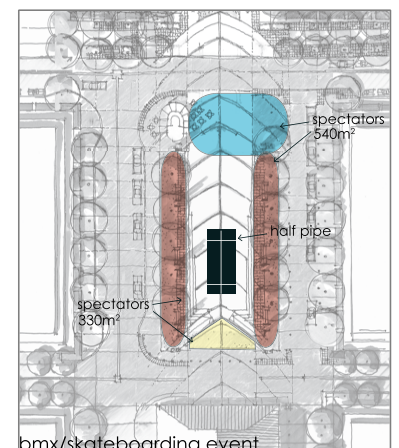
**outdoor cafe zone**  
 ● 3 x 3' dia. tables - 4 per table



**outdoor movies**  
 ▲ normal standing total: 430  
 crowded standing total: 642  
 seated total: 358



**dancing**  
 dancing w/ a partner: 107 couples  
 freeform dancing: 430 individuals







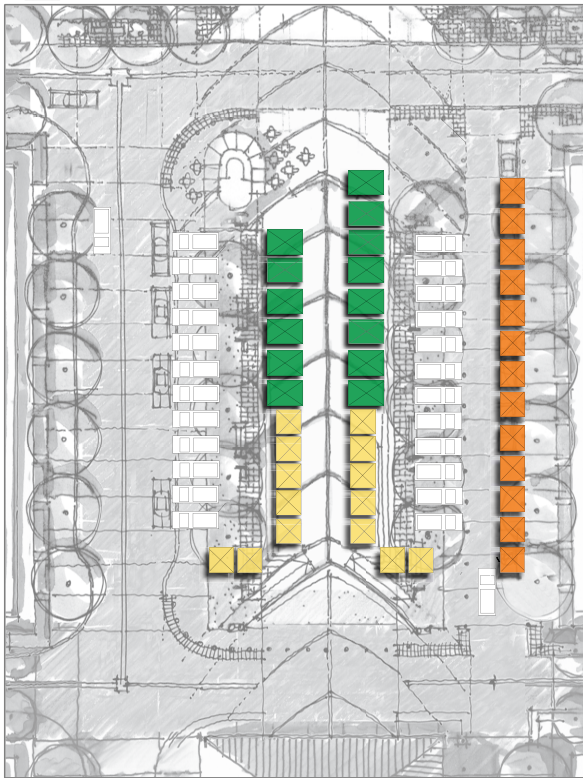
**bmx/skateboarding event**  
 standing spectators: 625  
 seated spectators: 500



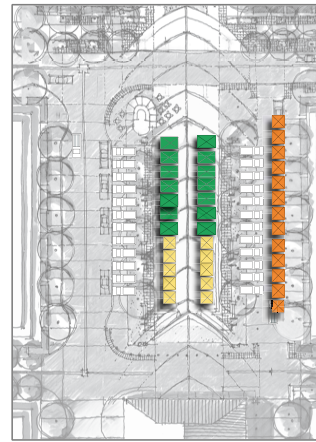





## Legend

-  produce/delivery trucks
-  3.0 m x 4.6 m market tents
-  3.0 m x 3.0 m market tents
-  3.0 m x 3.0 m craft/food tents

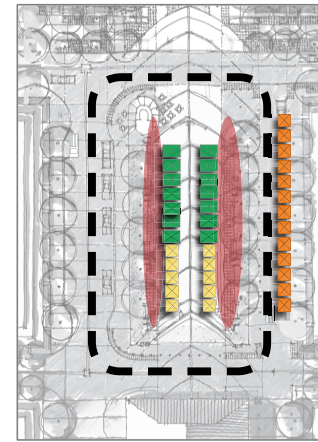




## Capacity



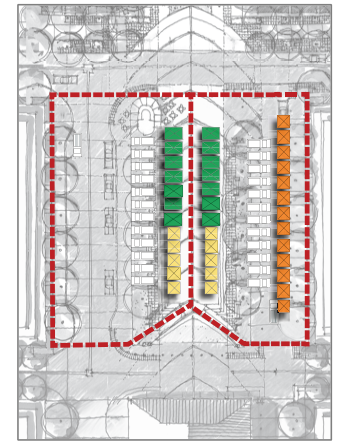
-  (22) parking stalls
-  (24) 4.6m x 3m stalls
-  (10) 3m x 3m stalls
-  (8) 3m x 3m stalls

## Vendors



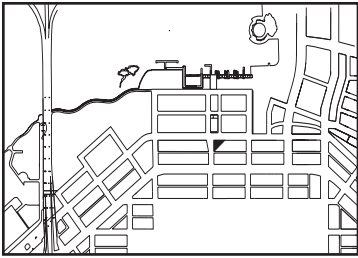
-  truck access for markets
-  loading/unloading zone for vendors

## Pedestrians



-  major pedestrian circulation through market

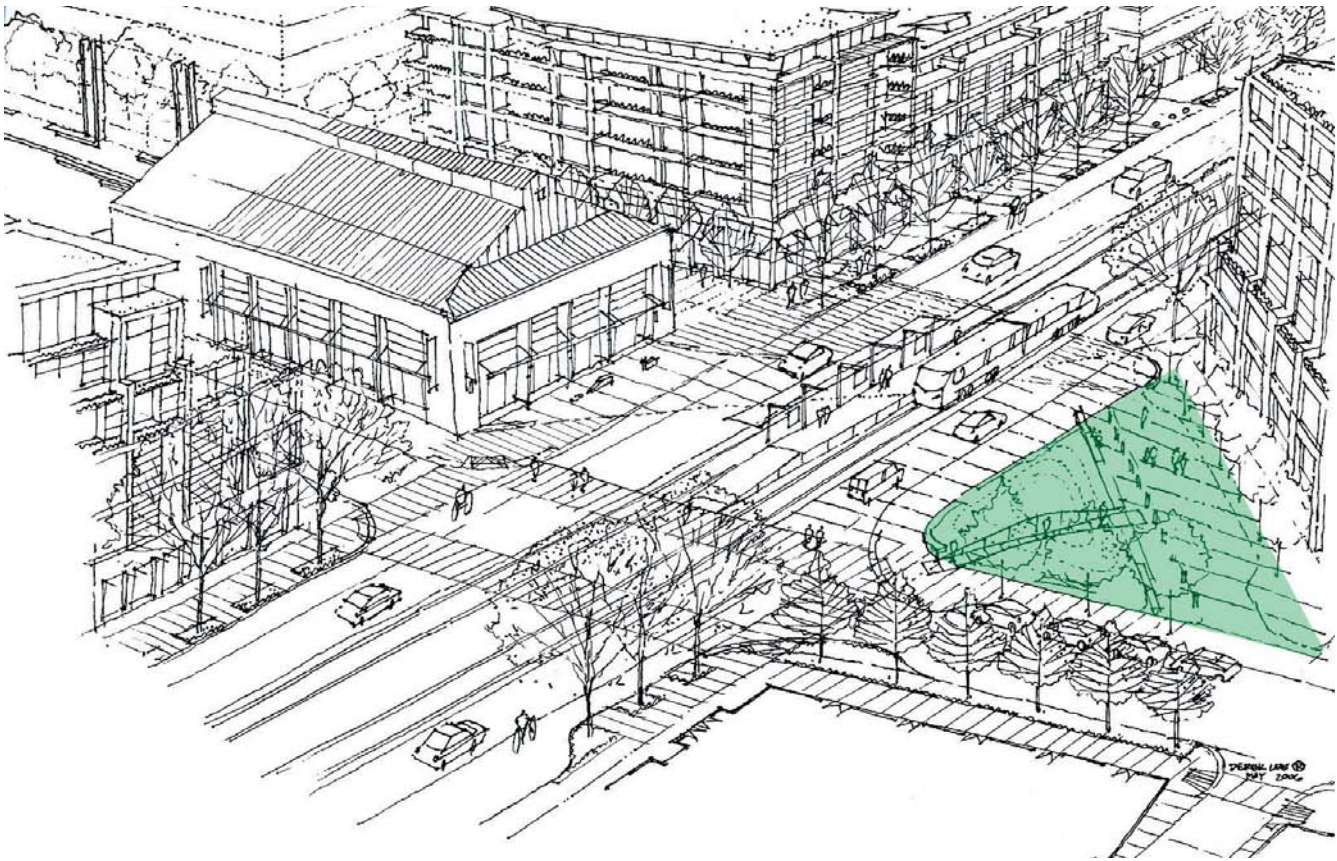




### 5.5.2 Manitoba and First Avenue Plaza

The principles that will guide the Manitoba and First Avenue plaza include:

- sustainability, community, and place-making are important to the design integrity;
- the plaza space should frame the Salt Building and not block views from within the space;
- space should allow for commercial and retail use to extend to and interface with the plaza area;
- the area should serve as a respite from the street activity;
- the plaza should incorporate and balance between hard and soft landscape elements; and
- the plaza should be designed to accommodate a future diagonal road if required in the future.



Plaza at Manitoba and First



# 6

## Relationship of Public and Private Realms

The detail of the landscape and building design of private property in SEFC including semi-private and semi-public open spaces, is to complement and integrate with the design of the public realm. Aspects to consider include paving, lighting, planting, urban agriculture, driveway crossings, pedestrian entrances and walks, seating, display windows, weather protection, garbage storage, recycling, and loading facilities.

Semi-public open space should be designed to ensure livability in the neighbourhood. Access to sunlight and privacy should be considered. The semi-public open spaces will be important spaces for treatment of storm water, urban agriculture, pedestrian movement and other activities, and should be designed accordingly.

General strategies for semi-public open space are:

- achieve a distinctive public realm character that fits well with the streetscape of the proposed SEFC neighbourhood that integrates with the public realm;
- design semi-public space to enhance liveability and sustainability without compromising utility/servicing/access requirements;
- maximize opportunities for urban agriculture and stormwater management in semi-public spaces;
- provide opportunities for child's play in semi-public open spaces;
- provide a clear demarcation between semi-public space and private space or semi-private space;
- meet Universal Design objectives outlined in the SEFC ODP;
- apply Crime Prevention Through Environmental Design principles in the design of semi-public spaces (CPTED); and
- ensure that these spaces read contiguously with the public realm and avoid heavy fencing or separation wherever possible.





# 7

## Components of the Public Realm

### 7.1 Trees

Trees within the public realm will fall within four significant areas including the waterfront promenade, park areas, streets/boulevards, and the village plazas. The trees selected for each character area will become significant components of the public realm. The species selection and location are key to creating scale, character, legibility of place, and a sense of permanence to the neighbourhood. Trees are critical to the overall sustainability of a neighbourhood as they provide shade, habitat, food, and sequester carbon dioxide and pollution.

The proposed Street Tree/Park Planting Structure plan illustrates the principles of tree species selection and locations. Actual species selection will depend on availability, local growing conditions, environmental and urban design considerations.



## 7.1.1 Street and Boulevard Trees

Street trees can contribute to the quality and character of a street. An objective of the SEFC public realm plan is to ensure there will be large trees within the area, particularly on the streets. This requires sufficient growing medium for the trees, ample space for the tree roots, proper tree selection, and maintenance. Structural and/or soil cells should be installed in all areas where trees are planted within the streetscape.

Factors that have been considered in the selection and location of trees include: dramatic scale and character, colour, canopy shape, hardiness, disease tolerance, sustainability attributes, allergenic risks and neighbourhood character.

The Proposed Street Tree/Park Structure Planting Plan recommends trees for the SEFC community. It is important that the trees establish a strong and significant framework for the streets. Street end views to the waterfront are important and should be given consideration in the placement of trees.

### Street and Boulevard Trees

*Acer cappadocicum* 'Rubrum' – Coliseum Maple  
*Acer rubrum* 'Armstrong' – Armstrong Red Maple  
*Acer rubrum* 'Morgan' – Morgan Red Maple  
*Acer rubrum* 'Scarlet Sentinal' – Scarlet Sentinal Red Maple  
*Acer platanoides* 'Cleveland' – Cleveland Norway Maple  
*Acer platanoides* 'Columnare' – Columnare King Maple  
*Acer platanoides* 'Easy Street' – Easy Street Norway Maple  
*Acer platanoides* 'Emerald Queen' – Emerald Queen Maple  
*Carpinus betulus* 'Fastigiata' - European Hornbeam  
*Cercidiphyllum japonicum* – Katsura Tree  
*Davidia involucrata*  
*Liquidamber styraciflua* 'Worplesdon' – Worplesdon Sweet Gum  
*Liriodendron chinensis* – Chinese Tulip Tree  
*Oxydendrum arboreum* - Sourwood  
*Parrotia persica* – Persian Ironwood  
*Platanus acerifolia* 'Boodgood' – Plane Trees (for medians and along park edges where boulevards are large)  
*Quercus acutissima* – Sawtooth Oak  
*Quercus frainetto* – Forest Green Italian Oak  
*Quercus shumardii* – Shurmard Oak  
*Tilia tomentosa* – Silver Linden  
*Zelkova serrata* – Japanese Zelkova

If the proposed tree species and varieties are not available then trees that have similar characteristics should be used.

## 7.1.2 Waterfront Promenade Trees

Trees along the waterfront promenade should create a defining edge between the foreshore and the development parcels to the south. Trees should be planted in a manner that reinforces the promenade experience of the waterfront and, where appropriate, provide a strong integration to the foreshore. Trees should also be planted to create a separation between the bicycle and pedestrian paths. Finally, tree species should vary according to character area.



*Acer rubrum* 'Armstrong'



*Liquidamber styraciflua*  
'Worplesdon'



*Zelkova serrata*



Coal Harbour Promenade





Emerald Queen Maple



Katsura Tree



Ginkgo Tree



Ginkgo Tree Leaves



Salix babylonica aurea – Weeping Willow Tree

The waterfront promenade trees should be planted at a large scale to create an immediate promenade experience.

**Proposed Waterfront Trees**

- Acer macrophyllum - Big Leaf Maple
- Acer platanoides ‘Emerald Queen’ – Emerald Queen Maple
- Acer rubrum varieties– Red Maple
- Cercidiphyllum japonicum – Japanese Katsura Tree
- Quercus frainetto ‘Forrest Green’ – Forest Green Oak Tree

**7.1.3 Park Trees**

Trees within the park areas should be varied, rich in character, scale, and reflective of the neighbourhood character or heritage influence. As an example, the original shoreline was planted with native crabapple trees. Trees within park areas should be planted to reinforce outdoor rooms, pathways, and to define the various park program areas. The tree species within the parks should be selected to maximize biodiversity in the parks.

Areas of park within the SEFC precinct such as the habitat island and natural foreshore should be planted primarily with native tree species.

**Proposed Park Trees - Suggested List**

- Acer cappadocicum ‘Rubrum’ – Colliseum Maple
- Acer circinatum – Vine Maple
- Acer douglasi – Douglas Maple
- Acer macrophyllum - Big Leaf Maple
- Acer platanoides – Norway Maple
- Acer rubrum – Red Maple
- Acer truncatum – Shangtun Maple
- Arbutus menziesii – Arbutus Tree
- Cercidiphyllum japonicum – Katsura Tree
- Clerodendrum fragrans pleniflorum (tall shrub) Clerodendrum
- Cornus controversa – Giant Dogwood
- Cornus kousa ‘Pink Cherokee’, ‘Chinensis’, ‘China Girl’ – Kousa Dogwood Varieties
- Cornus nuttallii ‘Eddied White Wonder’ – White Flowering Dogwood
- Fagus sylvatica – European Beech Tree
- Fraxinus ornus – Flowering Ash
- Liquidambar styraciflua – Sweet Gum
- Magnolia kobus – Kobus Magnolia
- Magnolia sieboldii – Oyama Magnolia
- Magnolia watsonii – Watson Magnolia
- Parrotia persica – Persian Ironwood
- Picea sitchensis – Sitka Spruce var.
- Pinus contorta ‘Contorta’ – Shore Pine
- Pseudotsuga menziesii – Douglas Fir
- Platanus acerifolia ‘Bloodgood’ – London Plane Tree
- Quercus varieties – Oak Tree
- Salix babylonica aurea – Weeping Willow Tree (by water areas only)
- Sorbus aucuparia ‘Cardinal Royal’ - European Mountain Ash
- Stewartia pseudocamellia – Japanese Stewartia
- Styrax japonica – Japanese Snowbell Tree
- Thuja plicata – Western Red Cedar
- Tilia tomentosa – Silver Linden
- Zelkova serrata – Japanese Zelkova Tree





### 7.1.4 Village Plaza Trees

The trees in the Village Square Plaza and Plaza Extension should frame edges of the plazas. Trees should be planted along the north south axis in a formal manner reinforcing the slipway character that historically extended to the waterfront. Trees should not be planted along the east west axis to ensure a view corridor to the water is retained.

As the plaza trees are in an urban setting, sufficient growing medium and planting area for the trees should be taken into consideration. Structural and/or soil cells should be utilized to provide a healthy growing condition. Large-scale trees should be planted and an irrigation system should be considered for trees in these critical and important character areas and nodes.

#### Proposed Plaza Trees

- Acer rubrum varieties– Red Maple Varieties
- Quercus accutissima – Sawtooth Oak
- Quercus frainetto – Forest Green Italian Oak
- Quercus phellos – Willow Oak

### 7.2 Urban Agriculture

Urban agriculture is an important component of the SEFC neighbourhood. A comprehensive site-wide approach to urban agriculture includes:

- farmer’s markets offering locally grown food;
- a public demonstration garden and education program;
- space for gardening on residential rooftops, balconies, front and backyards, and on building podiums; and
- public realm opportunities for food plants grown in parks and street right of ways.

Amongst the food plants to consider are fruit trees, nut trees, grapes, hops, kiwi vines, berry bushes, bay tree, rose hips, herbal and native perennials. Fruit trees planted in the public realm will have to be maintained by resident groups.

Potential urban agriculture tree locations within the public realm have been suggested on the Proposed Street Tree /Park Planting Plan.

### 7.3 Rain Gardens

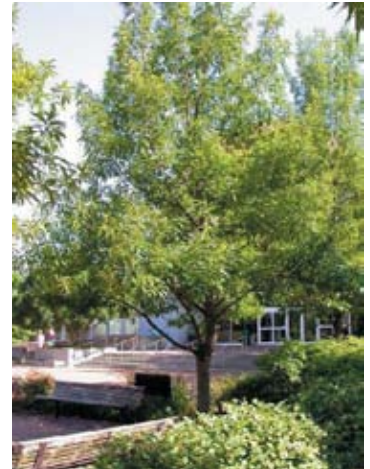
Rain gardens provide infiltration for rainwater run-off and should be incorporated in corner bulges wherever possible. They should be highly visible features used as educational elements of the overall rainwater management story.

### 7.4 Corner Curb Bulges

The size of corner bulges will vary across the site, depending on which streets they are located. Corner bulges on Park Streets are ideal locations for rain gardens. On arterial streets, corner bulges should be more urban in character and serve as gateway features.



Acer rubrum Bowhall



Sawtooth Oak



Willow Oak



Trees behind Farmer's Market



## 7.5 Hard Landscape

The hard landscape design should express the rainwater management plan, showing where water is collected and/or retained.

### 7.5.1 Paving



Composition of street materials

Pavers can be used in public areas, parking areas and sidewalks with varying patterns and colours depending on neighbourhood and street type. The conceptual Paving Materials Plan proposes that:

- permeable pavers be utilized in parking areas where streets have crown profiles; and
- impermeable pavers be utilized for:
  - travel lanes where pavers are desired;
  - parking areas where streets have inverted crowns to avoid damaging the structural base under adjacent pavers;
  - sidewalk applications; and
  - pavers should not be specified for through traffic areas such as First Avenue and/or Second Avenue.

The following patterns and colour palette of paving materials are proposed:

- patterns - running bond, granite sets, herringbone, and basket weave; and
- colour palette - charcoal, natural and shadow blend.



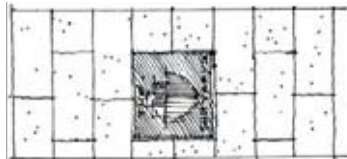
Charcoal



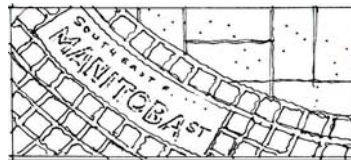
Natural



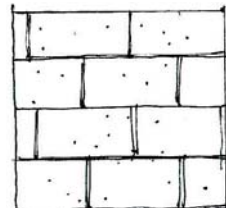
Shadow blend



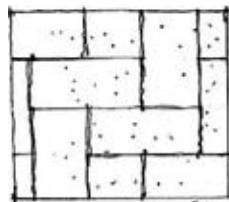
Heritage precinct markers



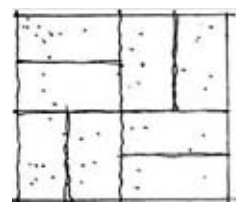
2. Granite pavers with street name



1. Running Bond



3. Herringbone



4. Basketweave

## 7.6 Lighting



Example of street light fixtures

Lighting concept in SEFC is based on the objectives of reducing light pollution both to the sky and excess light on the ground, use of efficient fixtures, and reducing glare conditions especially on the foreshore where city and water views predominate. Lighting concepts also include high colour rendition fixtures for areas of high pedestrian use.

The design of custom light fixtures should reflect the character themes of each neighbourhood. The street light fixtures shown on the Lighting Strategy plan have been selected for the Shipyard Neighbourhood. Catalogue fixtures, similar to those shown, may vary for each neighbourhood character area.



**LEGEND**

Roadway

- Asphalt
- Permeable Pavers Type: 300 x 150 x 80 mm
- Concrete Unit Pavers Type: 300 x 150 x 80 mm Pattern: Herringbone Colour: Shadow
- Special Treatment

- Turf
- Plantings and Trees

Pedestrian/Cycling Areas

- Concrete Unit Pavers Type: 300 x 150 x 80 mm Pattern: Running Bond Colour: Shadow
- Cast In Place Concrete
- Timber Decking

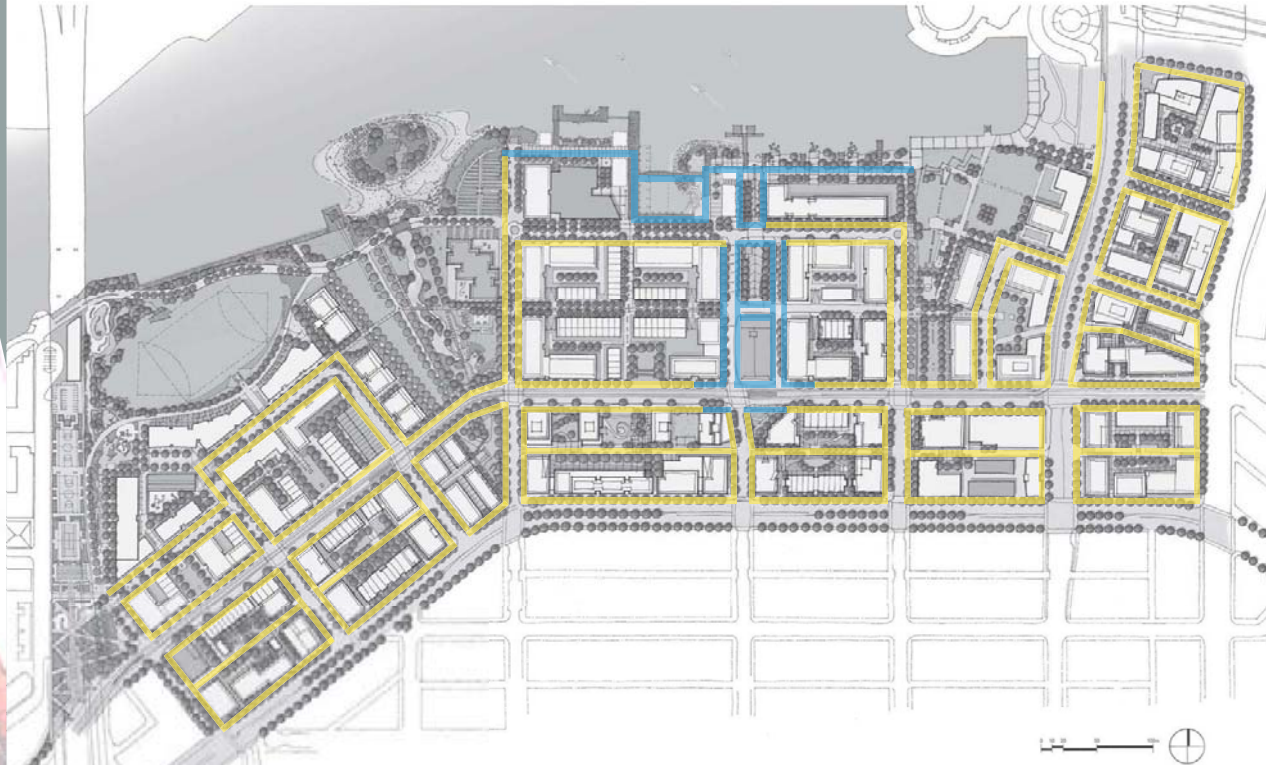


Southeast False Creek  
Public Realm Plan

**Conceptual Paving Materials Plan**

June 13, 2006  
City of Vancouver





**Lighting Types**

- Custom Fixtures - White Light
- Catalogue Fixtures - Yellow Light; fixtures to vary by neighbourhood



Street Light Fixture



360° Bollard



180° Bollard



Proposed Custom Plaza Fixture



Proposed Custom Waterfront Fixture





## 7.7 Site Furnishings

Site furnishings will be selected for SEFC that recall the industrial heritage of the three character areas through the choice of materials. A visually cohesive suite of elements will be selected to distinguish the public waterfront, streetscapes and each of the residential neighbourhood precincts. Furnishings are to be sturdy, durable, easy to maintain, and made of recyclable material where possible with a sophisticated industrial aesthetic. There will be a combination of catalogue and custom fixtures that include benches, bollards, trash and recycling receptacles, and bike racks all of which will be used to distinguish the Workyard, the Shipyard and the Railyard neighbourhoods.

Sustainable principles will be considered in the design, material selection and long term maintenance of site furnishings. Close attention to ergonomics and appropriate site locations will be considered to ensure a well utilized public space catering to the widest range of mobility levels and use. Selection of long-lasting materials including certified hardwoods and metal finishes is required in order to minimize the long term maintenance requirements. Simple yet sophisticated design and construction methods should aim to reduce construction and maintenance costs. Photos of site furniture with the desired character are included as a reference.

### 7.7.1 Benches

Two families of benches will be incorporated into the SEFC neighbourhood. A custom family of benches designed to reflect a modern industrial aesthetic, as shown or approved other, will be used for major public areas including the waterfront, the village square plazas and major streets. A family of benches will be used within the Workyard, the Shipyard, and the Railyard neighbourhoods, each area will be distinguished from one another through slight variations in material composition.

### 7.7.2 Bollards

A simple catalogue bollard of a modern industrial aesthetic will be used throughout the site to define street corners and provide separation between pedestrian and vehicular areas. A range of historical bollards produced from original casting molds will be used in specific locations to highlight the industrial heritage where appropriate.

### 7.7.3 Trash and Recycling Receptacles

A custom twin set of trash and recycling receptacles will be used throughout the site and will conform to a modern industrial aesthetic. The receptacle design, as shown or approved other, will conform to the maintenance requirements of the City of Vancouver Engineering and/or City of Vancouver Parks Department. Side opening compartments and appropriately-sized removable bins will be incorporated into the design.

### 7.7.4 Bike Racks

Bike racks are to conform to a modern industrial aesthetic. A modular system, similar to that shown, will be selected that allows for a range of sizes to meet the various capacity requirements throughout the SEFC Development.

### 7.7.5 Transit Shelters and Newspaper Boxes

Other site furnishings such as transit shelters and multiple newspaper boxes will be managed through the City's maintenance agreement with Viacom, or approved other. These elements will not undergo a custom design exercise.



Custom Bench, Wooden Back



Custom Bench, Metal Back



Catalogue Benches



Catalogue Bollard



Custom Trash and Recycling



Bike Racks





Heritage Bollard

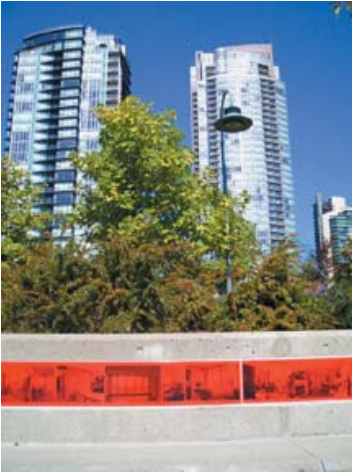
## 7.8 Heritage Elements

There are numerous heritage elements onsite which should be incorporated into the design of the public realm wherever possible. These include the Bridge Crane, which will be located within the pocket park at First Avenue and Columbia Street, and heritage bollards which can be re-used on site. These elements are noted in the interpretive strategy inventory found in the appendix and in the Statements of Significance prepared for the site.

## 7.9 Public Art

Public Art in SEFC will be integrated into the design of the public realm. The Public Art Plan now under development will identify sites and opportunities for the integration of artwork into the site infrastructure, public open space and also into parks. Picking up on the broad themes developed for overall planning of the site, the artwork will seek to express four main themes: First Nations/precolonial history, sustainability, sport and heritage.

Artworks may occupy or be integrated into the landscape, public realm, and infrastructure components (i.e. rainwater management). In addressing these themes artists will add their unique contributions to those of the other design professionals, adding layers of meaning throughout the site. Public art pieces can also be important visual focal points using form, scale, and materials to reveal a place and its meaning. This is especially important at SEFC, where many of the places and ideas are abstract including historic shorelines and former uses.



Gisele Amantea: Red Horizontal  
False Creek Seawall North at  
David Lam Park



Bill Pechet: Make West  
Coal Harbour at Nicola Street