

Background

These Guiding Principles were developed through the planning process to guide the revised structure plan.

SITE PLANNING + BUILDINGS

1. Create a strong sense of place and identity by reflecting both the industrial history and emerging media and arts character through architecture, site planning, design and public realm features.
2. Provide a high degree of amenities – high-quality open space, cafés, etc. - for the campus population that may also serve neighbouring residents.
3. Work with existing height limits and view corridors.
4. Create an enhanced public realm interface with Great Northern Way through buildings that actively address the street frontage.
5. Establish new grades to better integrate the site into the surrounding community and with Great Northern Way. In particular, bring the ground plane up to grade at the corner of Thornton Street and Great Northern Way.
6. Establish site grades in the context of defined flood plain levels.
7. Enable interim scenarios which would maintain and reposition existing former Finning buildings.
8. Create a vibrant community through identifying a viable development site for Emily Carr University along with other complementary mixed use projects on adjacent parcels.

PARKS + OPEN SPACE

1. Provide 1.22ac. of public open space on the site as a distinctive central feature of the public realm which is a focus for campus activity and surrounded by active uses such as cafés and studio spaces.
2. Provide strong visual links to the open space from adjacent streets to invite the community in.
3. Create a unique sense of place in the surrounding public realm elements that support opportunities for social engagement and public art

4. All open spaces should foster social interaction and become neighbourhood meeting places.
5. Commemorate the historical terminus of St George Creek on site as an element of the St George Rainway through Mount Pleasant.

MOVEMENT + CIRCULATION

1. Integrate the development with the city by extending the street grid into the site to create physical and visual connections with the adjacent areas. Create rational normalized intersections wherever possible.
2. Provide improved safe pedestrian crossings across Great Northern Way to better connect the Campus and Mount Pleasant.
3. Design streets to prioritize pedestrians and cyclists over motorized vehicles.
4. Create or enhance pedestrian and bicycle routes to provide both connections for the city-wide Greenways Plan and links to local neighbourhoods, emphasizing connections to the future Millennium Line Extension station for site users and the greater community.
5. Minimize grades on the site for pedestrians, wheelchair users and cyclists.
6. Design all roads, pathways and public spaces on the site to be fully accessible.
7. Design Great Northern Way to allow safe access and egress to the site for all road users and prioritize pedestrians and cyclists while respecting the street's role as a major traffic and goods movement corridor.
8. Locate vehicular access and servicing points for all development sites to minimize conflicts and provide a safe environment for all road users.
9. Allow for a potential future elevated Thornton St connection over the rail yard to the north.

SUSTAINABILITY

1. Design for Green Mobility through transit-oriented design, emphasis on non-automotive transportation, appropriate parking standards for cars and bikes, and enhanced opportunities for public bike share, car-share and electric vehicles.
2. Create opportunities for sustainable green energy through integration of all new buildings, where feasible, with the SEFC Neighbourhood Energy Utility.

SERVICING

1. Design for Green Mobility through transit-oriented design, emphasis on non-automotive transportation, appropriate parking standards for cars and bikes, and enhanced opportunities for public bike share, car-share and electric vehicles.

MILLENNIUM LINE EXTENSION

1. Provide unencumbered access to the proposed Millennium Line Extension alignment.
2. Consider Millennium Line Extension construction access and staging when planning the site and construction phasing.
3. Design site grading to facilitate integration of SkyTrain into the site, including minimizing portal intrusion where the line transitions between above grade and underground.
4. Use the future transit station as a key organizing principle of the site's design