

# WORKSHOP 6: character & urban design

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workshop summary  
february 3, 2018

# WORKSHOP OUTLINE

1. Welcome & introductions
2. Guest presentation - Paul Merrick:  
history of FCS design
3. Group discussion: what is important  
about the design of FCS and why?
4. Presentation: emerging urban design  
principles for FCS
5. Group discussion of principles
6. Group mapping exercise - applying the  
principles
7. Report back
8. Closing, next steps, thank you



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February 3, 2018  
3:30 pm - 7:00 pm

False Creek Community Centre - Lind Hall  
1318 Cartwright St  
Vancouver, BC

74 workshop participants



# FCS SWOT ANALYSIS

After a presentation, workshop participants were asked what is important about the design of FCS and why? Workshop participants discussed key community Strengths, Weaknesses, Opportunities, and Threats:

## STRENGTHS

- Existing pattern and community-oriented design
- Community mix (incomes and tenures)
- Social networks and contributions to community safety
- Existing internal and external physical connections
- Seawall
- Access to a diversity of parks and open spaces
- Park-like setting within city core
- Neighbourhood walkability
- Diverse mobility options
- Limited vehicles and vehicle access within community
- Local traffic calming measures and traffic safety
- Existing heights and densities
- Local amenities and recreation opportunities
- Existing commercial uses
- Proximity to downtown
- Historic character

## WEAKNESSES

- External/adjacent connections
- Internal physical connections
- 6th Avenue
- Poor wayfinding
- Lack of local amenities, commercial opportunities, and areas for focused activity
- Underutilized areas
- Need for improved safety and/or accessibility
- Transportation conflicts
- Weaknesses in the public realm
- A broader process scope is needed
- Unsustainable practices

## OPPORTUNITIES

- Build on FCS legacy of innovation and experimentation
- Edge sites
- Create new housing opportunities
- 6th Avenue improvements
- Social planning through design
- Enhance existing parks and open spaces
- Improve internal and external connections and accessibility
- Continually improve/enhance transportation options
- Services, amenities and commercial development
- Densification while retaining neighbourhood character
- Sustainability and resilience
- Thoughtful transition/integration with Fairview Slopes

## THREATS

- Gentrification
- Aging population
- Increased traffic
- Loss of neighbourhood character
- Increased density/over-densification
- Economic vitality
- Loss of parks and open spaces
- Sustainability and resiliency

# FCS STRENGTHS

## Existing pattern and community-oriented design

- Enclaves and courtyards
- Common space with uses defined by residents
- Social space
- Playing within enclave spaces
- Backyards, where things happen in summer
- People together in the front w/ privacy in the back
- Allow people to get to know each other, quickly
- Mini-communities that reflect own needs/interests
- European feel
- Feels like a village
- Orientation of co-ops: inward-facing vs. stratas outward-facing
- Distinct colours/materials (not just glass towers)
- Terracing of buildings for views
- Expansiveness, light penetration, cross-ventilation
- Open to public
- Greenery: porous in terms of movement
- Livable
- Permeability: can walk anywhere between the buildings, esp by the parks
- Movement through spaces - meandering
- Non-linear grid design e.g. non-conventional cul-de-sac (unique)
- Designed around healthy/social living
- Designed for discovery - about poking around
- Archways over sidewalks = gateway

## Community mix (incomes and tenures)

- Integrated, mixed incomes & tenures

## Social networks and contributions to community safety

- Community reinforces slow speed of traffic, safety,
- Community keeps an eye out for each other; feels safe
- Everyone in co-ops involved; very social
- People of all abilities moving around in the community

## Existing internal and external physical connections

- Laurel Landbridge is great - can we have more?
- 'Secret' trails
- Stair access over railway at Hemlock
- East-west non-car connections

## Neighbourhood walkability

- Walkable, peaceful and quiet
- Walkability - ability to easily engage w community
- Pleasant to walk
- Walking loops - but limited options

## Existing commercial uses

- Restaurants at Stamp's Landing

## Local amenities and recreation opportunities

- Public spaces like Granville Island
- You can do a lot without paying
- Access to/integration with community: libraries, community centres, parks

## Access to a diversity of parks and open spaces

- Access & frontage to park land
- Green space
- Charleson Park is perfect.
- Great, large, public open space
- Community gathering space
- Place for play and activities
- Dog parks
- Spaces of discovery
- Spaces for reflection in nature
- Small, intimate, diverse spaces to discover
- Community gardens
- Lots of places where children can play
- Semi-public spaces
- Walking pathways abundant with nature exposure

## Park-like setting within city core

- Wilderness in the city
- Living within a park-like context
- Tree berm: escape from urban areas; mini Stanley Park

## Diverse mobility options

- Diverse mobility options
- Aqua buses
- Ferry is a great way to get downtown
- Highest per capita car sharing
- Easy access to anything: bus, bike, ferry

## Limited vehicles and vehicle access within community

- Not car friendly
- Limited car access and volumes within community

## Local traffic calming measures and traffic safety

- Road network forces cars to slow down upon entry
- Separation of bikes/pedestrians on Charleson/seawall = safe cycling
- Safety - interface between cars/pedestrians

## Existing heights and densities

- 2-3 storeys make neighbourhood livable and visually attractive
- Keep buildings to 30-50 units to ensure community
- Right amount of density
- Low-rise, human scale: leads to greater social connection
- Low level, small units around common area
- Less dense than across the water

## Seawall

- Running, pedestrian highway
- Clear access/pathway

## Proximity to downtown

- Location, Location, Location
- Accessibility to downtown without being downtown

## Historic character

- Intangible and tangible heritage

# FCS WEAKNESSES

## External/adjacent connections

- North-south connections
- Access to community + city; 6th Ave is a barrier, 'moat'
- Lack of integration between Fairview Slopes and FCS
- Hard to get to Skytrain - especially in rain
- Hill to the south - hard for biking
- Not having the trolley to get to Granville Island

## Internal physical connections

- Gates have been erected that limit natural flow
- West side connectivity: beach access is blocked by buildings
- NW section completely disconnected from everywhere else
- Not intuitive that Fountain Way can be utilized/ accessed
- Confusion around private vs. public space (trespassing)
- You can't actually get down to the water

## 6th Avenue

- Crossing 6th Avenue - neighbourhood is disconnected from the city
- Hard to access/cross 6th Ave
- 6th Ave operates as a freeway, jam packed
- 6th Ave as a barrier (to getting up the hill)
- Congestion, volume of traffic on 6th Ave
- 6th Ave is a parking lot at many times
- 6th Ave unpleasant walking environment

## Underutilized areas

- Area between 6th Avenue & rail is not well planned; unsafe, awkward pathway
- Rail tracks: out of commission, looks terrible
- Rail right of way is underutilized space
- Station parking lot is a waste of space
- Leg-in-Boot Square is 'forgotten' and devoid of life
- Leg-in-Boot Square is an underutilized plaza/ performance space
- Leg-in-Boot Square was supposed to be a focal point, but has failed. "It's been a dead zone for years."

## Poor wayfinding

- Street signage is poor in some places
- Lack of wayfinding in the interiors
- Confusing, unwelcoming for outsiders

## Lack of local amenities, commercial opportunities, and areas for focused activity

- Not enough retail especially food
- Lack of retail anchors
- Retail on Cambie too far
- No shopping in the community
- Need more commercial uses on 6th Ave to slow down traffic
- Missing commercial/grocery stores = need to drive outside community
- Poor connectivity hurts local retail
- No amenities in the community
- Very few services/amenities to 'hang out'
- Lack of attractions for rainy days
- Need walkable destinations

## Need for improved safety and/or accessibility

- Feels unsafe for those who are unfamiliar
- Rail right of way: graffiti, squatters, a "smear on the neighbourhood", feels unsafe
- Lack of lighting
- Parking area around Mahoney's - unsafe
- Sidewalk on Lamey's Mill Road is narrow and dangerous
- Improved infrastructure encourages high speed movement
- Not accessible; sidewalks/pavers have aged poorly
- Fisherman's Wharf isn't very pedestrian friendly

## Transportation modal conflicts

- Space conflicts between bike paths and need for parking
- Pedestrians see bike path as a threat

## Weaknesses in the public realm

- Park design is not inviting
- No covered spaces

## A broader process scope is needed

- Consider Fairview & Granville Island in process; not silo-ed
- Need a larger community focus
- Terracing of buildings seems to only apply to Fairview, not north of 6th Ave
- Topography of Fairview Slopes

## Unsustainable practices

- Water quality of False Creek is horrible
- Use of potable water in park

## Other

- Need a better watering system - plants are dying
- Most trips to Granville Island are made by car
- Loading issues for businesses
- Change in traffic restrictions especially to Granville Island
- Lack of demographic diversity

# FCS OPPORTUNITIES

## Build on FCS legacy of innovation and experimentation

- FCS has always been a pioneer of the big picture
- Building innovation
- Design lessons learned to be shared with rest of city
- How to continue the warmth of community moving forward?
- Bringing unique experiences and history to process

## Edge sites

- Use of parking lot for temporary modular housing is a good use
- Low-cost housing at station site
- Surface parking/vacant lots for development
- Parking around station is underutilized
- Infill; more on edges
- Land available on community edge can enable densification w/o disrupting success of inner areas
- Keep original colours/materials/architecture
- Better utilized green space (rail tracks)

## Create new housing opportunities

- Open up housing to families
- Ability to age in place

## 6th Avenue improvements

- Signal/light at Oak and 6th
- Ways to slow down traffic on 6th Ave - boulevard, buffered sidewalks?
- Tunnel for 6th Ave traffic
- Reduce traffic volumes on 6th Ave

## Enhance existing parks and open spaces

- More/better use of the park(s)
- Expand Charleson Park towards/onto 6th Ave/ Charleson St
- Reimagined Leg-in-Boot Square
- Enliven Leg-in-Boot Square: more attractive, greenery, flower planters, lift the flagstone; piano in the Square
- Make Leg-in-Boot Square more inviting for people to sit
- Improve access to seawall/water
- Family access to water (limit dogs)
- Extend public realm
- Granville Island could use more green - green roofs, patios
- The dock's area on SW side could be more exciting
- Courtyards/green space (big lawns, east side) could be more
- Make water accessible to boats & public

## Improve internal and external connections and accessibility

- Increase/improve pedestrians and bike connections
- Improve pedestrian and bike connections to Granville Bridge
- Strengthen north-south connections
- Need connections to Granville Island
- Connections to city cycling network
- Foot bridge to Granville Island from Ironwork Passage to the mound
- Stairways on bridges closer to the water's edge
- New crossings over 6th Ave; new ways to connect the neighbourhood to city (e.g. at 'canopy' level)
- Interconnecting routes; make more permeable
- Improve connections while retaining green space
- Improve sightlines and wayfinding to improve connectivity
- Pathway improvements for higher volumes
- Can rail tracks be a bike lane connected to Arbutus?
- Trans-creek connection (e.g. kayaks, Seabus - integrate with Translink)
- Open Charleson St to more vehicles/access to alleviate pressure on 6th Ave
- Tracks for greenway use
- Potential commuter bike route along rail line
- Bikes on old Lamey's Mill Road have led to conflicts
- Create visitor parking outside of neighbourhood

## Densification while retaining neighbourhood character

- Height restrictions
- Co-ops may allow for greater density with strong community
- Mid-rise, up to 6 storeys
- Some units could be added to existing built form without changing existing character
- Density with enclave feel
- Enhance low-midrise typologies

## Services, amenities and commercial development

- Retail food option to serve aging population
- Ground floor retail
- Live-work spaces
- Opportunity for restaurants - incl. floating
- Could have temp food trucks at Charleson
- Land under Burrard Bridge could be a restaurant
- Subsidized local retail - scale for future
- Work and retail opportunities
- Complete villages with places to shop and eat
- Encourage more small businesses
- Embedding of services and amenities
- Keep vibrant; not only residential

## Continually improve/enhance transportation options

- Separated bike/pedestrian mobility (for safety)
- More water access: ferry docks, boat launches
- Transit and how to deal with traffic on site
- Leverage rail corridor for transportation and reduce traffic
- Improve water mobility (ferry) and fare
- Light rail transit should come back!
- Need streetcar
- Streetcar to Gastown, Arbutus, Kits
- Separated lanes for recreational movement vs. commuters who want to move faster
- At grade transport with better treatment of mound near 6th Ave
- Parking lot with shuttle access

## Sustainability and resilience

- District energy
- Resilient design
- Imagine being able to swim in the Creek!
- Make Granville Island an 'island' again to help clean the water (more circulation)

## Thoughtful transition/integration with Fairview Slopes

- Softer N-S transition, blending with Fairview
- Work together with Fairview Slopes and consider views
- Remove fence on 6th and visually connect FCS with Fairview Slopes

## Social planning through design

- Design for social connections
- Opportunity to do social planning
- Working w/ non-profits / seniors housing
- Retain tenure mix
- More affordable housing
- Shared spaces in housing
- Greater adaptability for people who are disabled
- Shared work spaces (tools etc.)

## Other

- Solar access - retain good access
- City ownership: foundation
- Long-term residents are highly engaged

# FCS THREATS

## Neighbourhood gentrification

- Losing diversity
- Gated community experience
- Gentrification
- Being forced out of the community
- Lack of clarity around lease-ends
- Market forces - could lead to \$ speaking louder than planning principles
- Changes from outside the neighbourhood
- Activity disappearing: Emily Carr, 311 Centre moving
- Future directions of Granville Island (bridges, nightlife)

## Aging population

- Awareness (lack of?) of needs of aging population
- Demographics - aging population
- Aging population - loss of history/activism from 'original' residents

## Increased traffic

- Improved/increased N-S connections could increase traffic
- Can't take more vehicle traffic
- Increased traffic and congestion
- 6th Ave traffic becoming like highway. 'People have put out signs saying "This is not a highway."'
- As city/community grows, volume of pedestrians/bikes could increase, may affect safety
- No real opportunity for having a 'high street' on 6th Ave. Where would the traffic go? Can't put more pressure on Broadway
- Access into the neighbourhood - currently difficult
- Need to continue/enable goods movement esp. with increased population/services
- General anxiety about transportation movements throughout the community

## Sustainability and resiliency

- Sea level rise impacting existing/new development
- Seawall will probably have to rise
- What about a dike?

## Loss of neighbourhood character

- If similar to North False Creek (towers), would lose community/livability
- Homogeneous towers
- Loss of peacefulness vs. density
- Loss of interesting, local-serving retail
- Loss of unique common spaces
- Opportunity to be more open but not to become 'a victim of its own success'
- High quality is at risk

## Increased density/over-densification

- Density like Yaletown
- Super tall high-priced condos
- Development pressure to build out neighbourhood
- Density in stark contrast from existing form
- Over-densification! Too much density and height
- Building condos over tracks is a bad idea
- Need density done well!
- Insufficient capacity at the school

## Economic vitality

- If density too low, would it be economically viable?
- Housing affordability

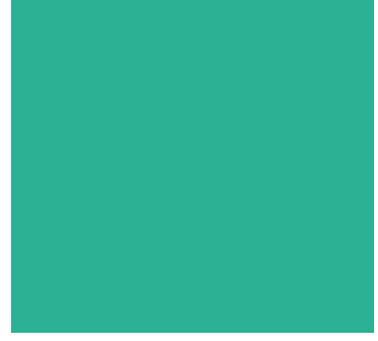
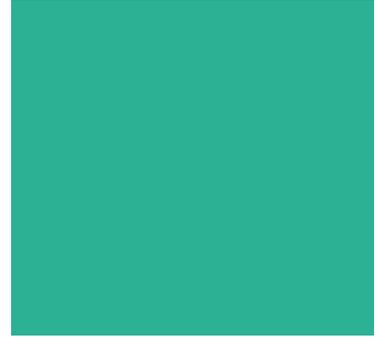
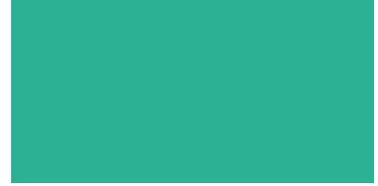
## Loss of parks and open spaces

- Maintain open spaces
- Development displacing green space i.e. top of berm

# PRINCIPLES DISCUSSION

After a brief overview presentation on the principles, workshop participants were asked to think about and discuss:

- **WHAT ARE YOUR INITIAL THOUGHTS:** Do these draft design principle resonate? Did we get them right?
- **WHAT IS MISSING:** Is there anything you would add?



# COMMENTS ON THE DRAFT URBAN DESIGN PRINCIPLES

## 01 REFLECT THE FIRST NATIONS' LEGACY



Reflect a deep understanding of First Nations culture and historical connection to the land through the planning, design and programming of community spaces and buildings.

### GENERAL COMMENTS / WHAT'S MISSING?

- Needs more explanation: literal? Seven generations, materials, natural/ organic, flows
- We don't do this well, we need to know our history, add that back to the community
- Very important
- Expand on reflection of First Nations' legacy. What this place was as a natural environment: clam garden? More substantial consideration
- Different partner/agenda on First Nations' land
- Alliances toward win/win
- Appreciation of values. Enhance visual and spiritual qualities
- To be re-discussed/ flushed out, focus on terms "restore" "ties"

## 02 RESPECT THE UNIQUE CHARACTER & PATTERN



Capture and protect the unique character and urban design pattern of residential enclaves, intimate buildings and open spaces, naturalistic landscapes and looping pathways.

### GENERAL COMMENTS / WHAT'S MISSING?

- No mention of low level heights, intimate, views: relates to people
- Courtyard (Woodwards as a higher density example)
- "Intimate" what does it mean? Closeness, knowing neighbours, social?
- Physically making space that leads to intimate: shared spaces, common spaces, courtyards, seating, playgrounds, enclaves
- The west end of Ironwork passage kind of works
- West side of FCS: denser, better connected, closer to city but not under the bridge (Burrard), bus on Burrard, less of barrier
- Design principles that need to be met by developers - character & pattern needs to be expanded upon
- This links strongly to Principle 8 - keeping character
- Feeling of a small town important to character
- Character: maintain designs that integrate, not segregate
- Connection to nature is missing -> missing "natural neighbourhood" but could be added/expanded in principle 2 - undecided if it needs to be on its own

## 03 SUPPORT STRONG SOCIAL CONNECTIONS THROUGH DESIGN



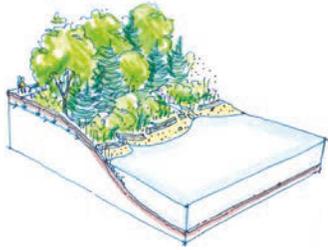
Build on the legacy of False Creek South by designing buildings and landscapes that promote social connections, diversity and equality.

### GENERAL COMMENTS / WHAT'S MISSING?

- Retail/services should be here
- Connection exists via school, but not other services
- Leg-in-Boot Square not vibrant anymore
- Retail is in principle 7, but has strong connection to Principle 3
- Institutional collaboration
- Be creative
- Beyond physical design -> organized systems
- Social & economic diversity to be supported through urban design

# COMMENTS ON THE DRAFT URBAN DESIGN PRINCIPLES

## 04 ECOLOGY + GREEN DESIGN



Improve the ecological function of the new neighbourhood through shoreline restoration, habitat enhancement, natural stormwater management + green buildings

### GENERAL COMMENTS / WHAT'S MISSING?

- Water flow – tidal flow – needs to be reflected in principle
- Protecting the water – ensuring it is not filled up. Visual access to and across the water – ecology and health of the water / marine environment
- What's missing? People's connection to nature

## 05 RESILIENCE



Ensure new development is designed to be resilient to sea level rise, climate change and earthquakes while fostering the social connections and cohesion necessary for holistic community resilience

### GENERAL COMMENTS / WHAT'S MISSING?

- Resilience requires consideration for social factors
- State it/clarify resilience

## 06 CELEBRATE THE WATER'S EDGE



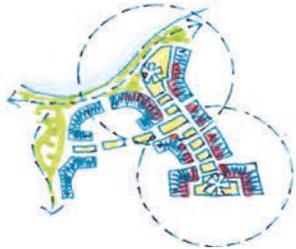
Connect people and activity with the water's edge and offer a variety of experiences from urban plazas to contemplative green spaces. Ensure equitable access to the water and park space.

### GENERAL COMMENTS / WHAT'S MISSING?

- Direct accessibility for the public to the waterfront
- Not as relevant, could be “celebrate open space & water's edge/respect green space”
- There could be better choice of word, stronger word needed: protect & enhance access to water's edge and along water's edge
- Park access – public use – no cost to access
- Develop/clarify principles around park space
- Access to the water's edge – ways to get wet. Floating piers, places for people to fish, boot paddle, play in the water
- Connection with the water – not just celebrate the water edge
- Engaging with water
- Water's edge as an important ecosystem, that also incorporates storm water management
- Need emphasis on maintaining and enhancing/ expanding parkland
- Incorporate swimming into “Access to Waterfront”: Artificial beaches, clean water

# COMMENTS ON THE DRAFT URBAN DESIGN PRINCIPLES

## 07 FOCUS ACTIVITY TO CREATE LIVELY, WELCOMING PLACES



Look for public places where neighbourhood shops, services and amenities could enhance the public realm, walkability and convenience for South False Creek residents and adjacent neighbourhoods

### GENERAL COMMENTS / WHAT'S MISSING?

- Shopping in neighbourhood
- Keep water's edge commercial free or allow retail? Both perspectives
- Is it viable?
- Leg-in-Boot: with fountain, shop/market, used to work, but not now, nothing seems to work there
- Leg-in-Boot square has underutilized retail
- Encourage social enterprise it's a mixed community, get people to do good things to encourage connections. Not Tim Horton's
- Support for retail. If more connected, might be easier to get people to leg & boot square, BIA?

## 08 INCREASE HOUSING CAPACITY + CHOICE WHILE RETAINING CHARACTER

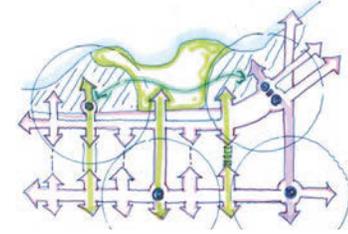


Look for opportunities to introduce additional housing capacity and new building typologies while retaining the essential qualities of character and dignity that are the hallmark of the False Creek South community

### GENERAL COMMENTS / WHAT'S MISSING?

- Affordability needs to be clear
- This is important!
- Mixed tenure - mixed income
- Socially and economically inclusive housing, mixed age, income, diversity
- Concerned that there isn't family housing
- Two bedroom units are not good for families
- Need the right type of housing for people we want
- Housing -> for who? Add comment in language around families, don't want commodity housing
- Stipulated family oriented housing in zoning by-laws, it's mostly family housing now
- We have to increase density to increase affordability because people are leaving now
- Adaptive/flexible housing types needed - Age in place
- People are worried that densification = high-rises. Can we have new & different typologies to increase density with good character?
- Fear that future City Council will over densify
- Support existing tenures
- Keep the life-style/ habitability

## 09 CONNECT COMMUNITIES, CONNECT TO TRANSIT



Repair poor connections to adjacent communities and take advantage of new transit infrastructure by focusing people and activity close to transit and providing direct, high quality pathway connections

### GENERAL COMMENTS / WHAT'S MISSING?

- Respect the pedestrian experience
- Enough emphasis on walking and cycling?
- A bridge to Granville Island here would be great, would improve connectivity to services
- New aqua bus stops needed to improve connectivity
- Connecting Granville Bridge to Granville Island would improve connectivity (e.g. elevator)
- Ensuring strong north-south connections
- 6th Ave is a highway, can it go underground to let more spaces for pedestrians

# WHAT'S MISSING?

In addition to comments provided on the individual draft urban design principles, workshop participants provided some general feedback on ideas that seem to be missing.

## A BROADER LENS

- Complementary and consistency of FCS & Granville Island – don't treat as two separate plans
- Consistency & community -> need a connection with the Slopes as opposed to wall of townhouses (as example)
- Look at broader context of Fairview Slopes: densify while respecting surrounding area
- Respect and maintain views for Fairview Slopes residents & to mountains, False Creek
- Respect the slopes
- Preserve the views
- Future of Granville Island is very relevant to FCS

## OWNERSHIP

- Ensure City retains ownership of lands and marinas
- Lease question important, means FCS will be stewarded and shared by the people of the city for years to come

## ARTS & CULTURE

- More reflection of art & culture
- More support for area's history of art & culture: Emily Carr, Theatre, Public Art
- Affordable studio spaces: exploration of rental opportunities. Keep retail rental affordable

## SOCIAL MAKEUP

- Economically diverse community
- Building intergenerational relations
- Cultural diversity – chance to look at the topic to address?
- Accessibility “If you're not making the deliberate decision to include, then you're making the decision to exclude”
- Reference to affordable housing! Seems to be missing
- “Diversity” as a principle by itself (10th Principle)
- Increasing diversity should be embedded in these principles

## ECONOMIC SUSTAINABILITY

- Economic sustainability? Non-starter?
- Will economics supersede principles?

## HEALTH

- No clear representation/ principle for human health (walkable, mixed income, etc.). Needs to be more explicit – physical and mental health.

## HISTORY

- Could do better to address history of “celebrated” community
- Idealism of Granville Island/ FCS – not just real estate

## INNOVATION & EXPERIMENTATION

- Bold gestures
- Are we learning and sharing from our mistakes? Broadcast to rest of Vancouver

# APPLYING THE PRINCIPLES

Workshop participants were then asked to discuss the potential application of one assigned draft principle and to record their input on a map.



## 01 REFLECT THE FIRST NATIONS' LEGACY

Reflect a deep understanding of First Nations culture and historical connection to the land through the planning, design and programming of community spaces and buildings.

This principle was not assigned to any table for discussion.

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

The False Creek basin and lands are traditionally important to these Nations, with each Nation having their own relationship with the area, including their own place names and uses for the lands and resources.

Historically, there were villages located along False Creek, a vibrant relationship with waterways, and fishing, hunting and harvesting activities. First Nations people were forcibly removed from the False Creek area in the early 20th century – placed on barges and transported to reserves on Burrard Inlet.

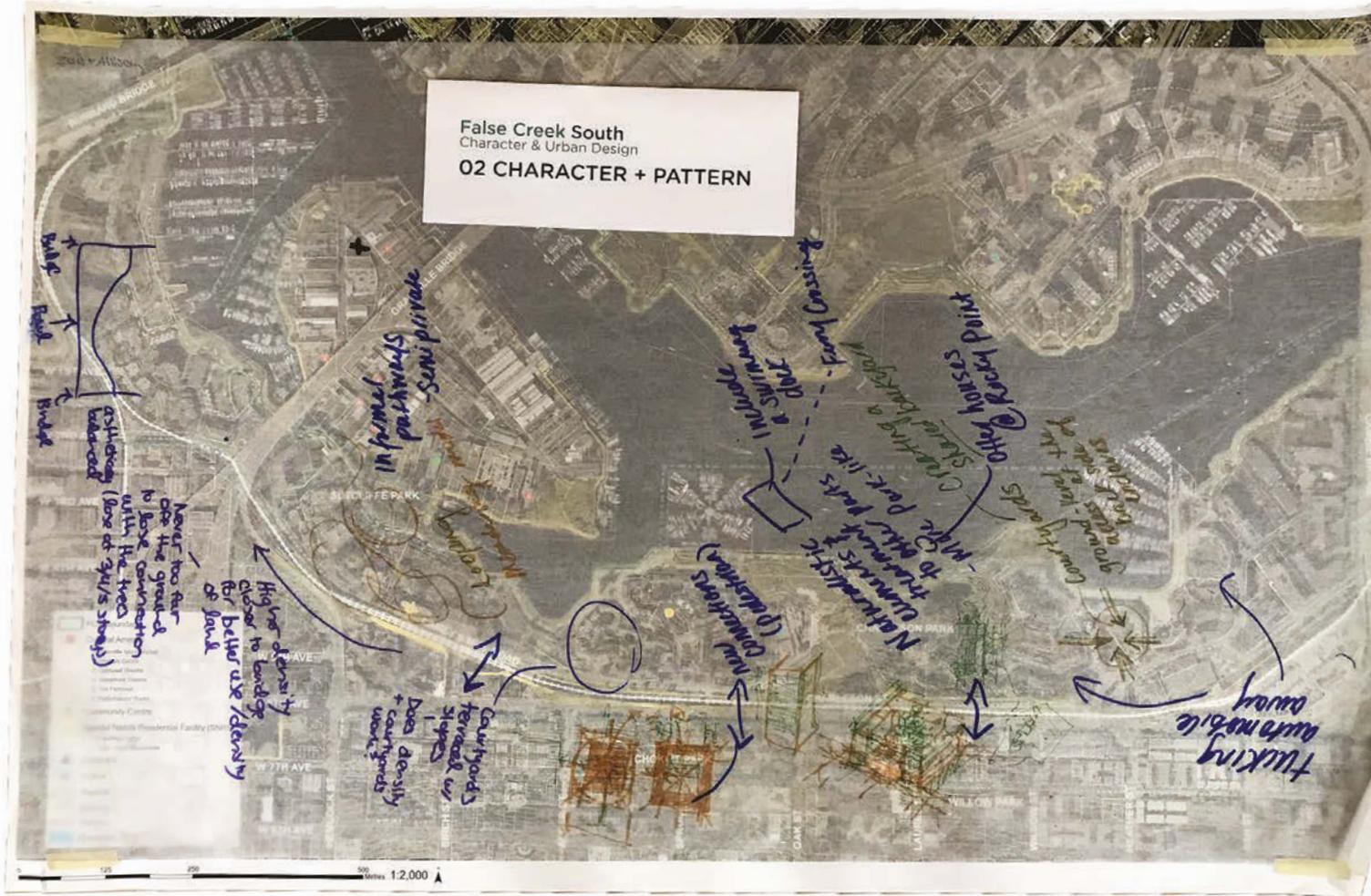
As a city we are in a formal relationship with the Musqueam, Squamish, and Tsleil-Waututh Nations, as well as having committed in several ways to Reconciliation with Indigenous peoples from across Canada. We take guidance from our Indigenous advisors, partners, and colleagues. The False Creek South Plan and engagement process will work within the City of Reconciliation framework and its three foundational components:

- Cultural competency
- Strengthening relations
- Effective decision-making

## APPLYING THE PRINCIPLES:

### O2 RESPECT THE UNIQUE CHARACTER & PATTERN

Capture and protect the unique character and urban design pattern of residential enclaves, intimate buildings and open spaces, naturalistic landscapes and looping pathways.



### COMMUNITY DESIGN

- Keep character and no glass towers, movie theatres, etc. (“not just Yaletown condo towers”)
- Enclaves work because of ground level access – creates social connections
- Shared outdoor spaces (e.g. courtyards need to be made usable; backyards make a community; scale courtyards for multiple use and play; add vertically to courtyard model - courtyards for ground floors & roof tops for upper floors); opportunity to incrementally add courtyards.
- No side yards or setbacks needed, consider 2.5/3 FSR, not about views but near/intermediate views, mix of public and private space
- All cars/parking underground; parking very under-used
- Retain looping, circular pattern with lots of light vs. more of a grid model
- So many different types of areas – different designs
- More houseboats? Keep same marinas but add housing, but don’t want to lose access to water and views
- Dwellings connected to nature and plants with views

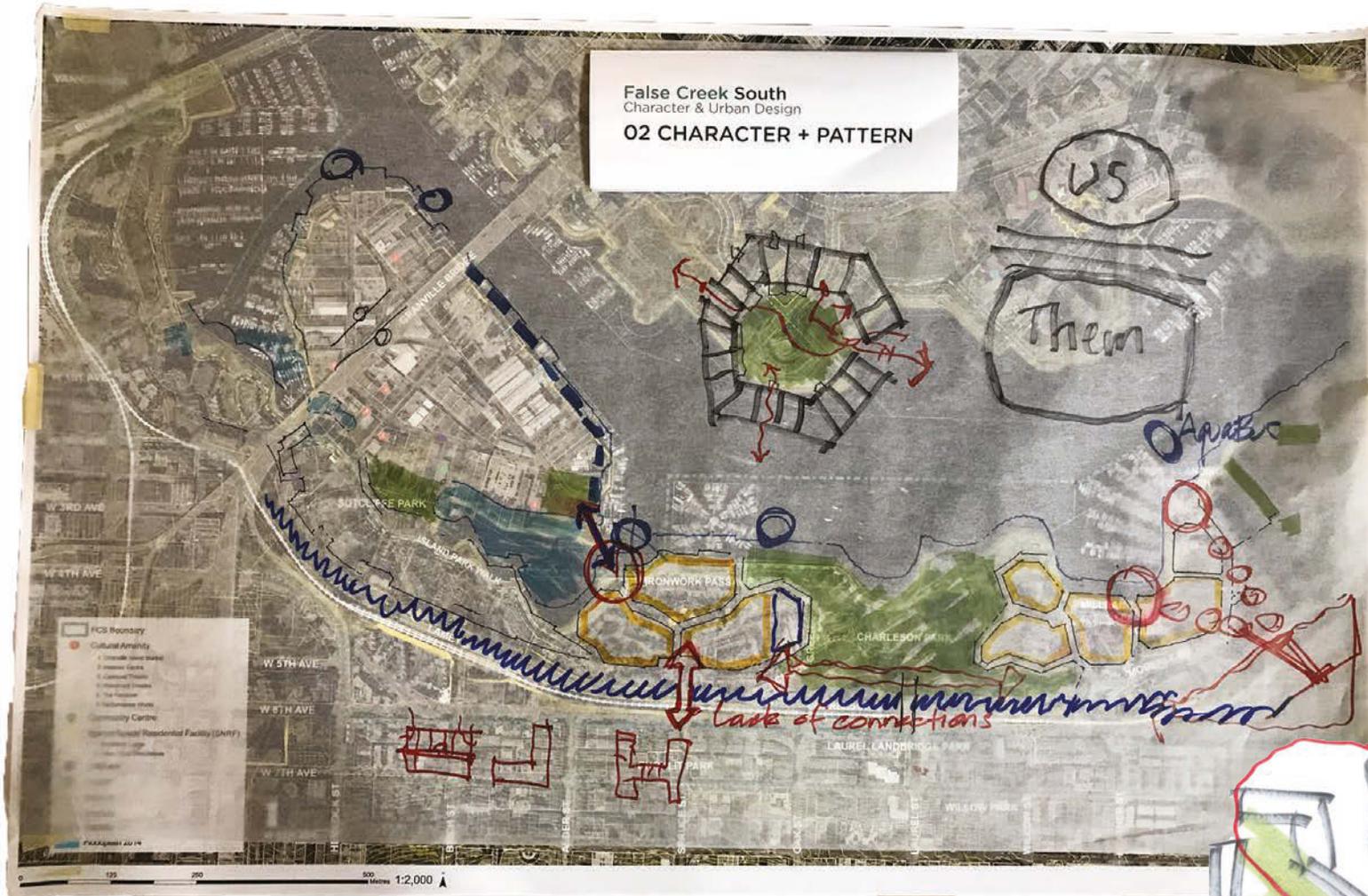
### PARKS & SUSTAINABILITY

- Natural setting of Charleson Park – make it more park-like and improve drainage
- Sustainability -> build otter houses
- Create a swimming dock off FCS

# APPLYING THE PRINCIPLES:

## 02 RESPECT THE UNIQUE CHARACTER & PATTERN

Capture and protect the unique character and urban design pattern of residential enclaves, intimate buildings and open spaces, naturalistic landscapes and looping pathways.

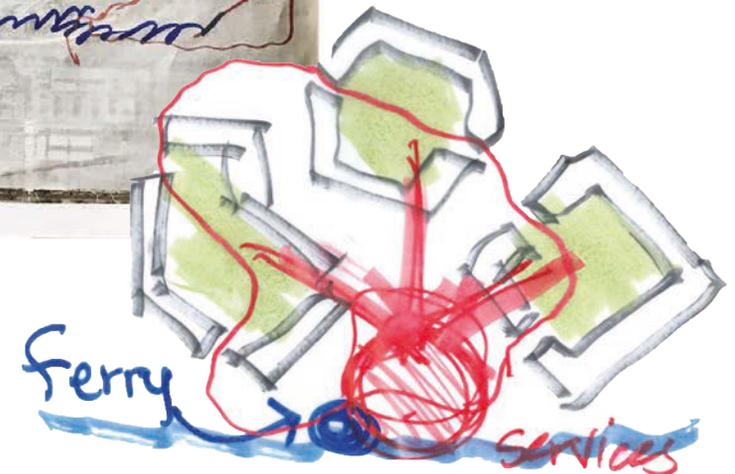


### BUILDING DESIGN

- Through ventilation is a central principle in older FCS areas and can be done in higher density (e.g. "L" "T" "H" shaped buildings)
- Balconies
- Nice interiors of buildings
- Interesting looking higher density buildings (e.g. Montreal Habitat and Hundertwasserhaus in Vienna)
- No two units are the same, gives sense of belonging, individualized units (e.g. Millbank apartments different coloured entrances)
- Opportunity to individualize units – low height

### ENCLAVES

- Enhance connectivity and social engagement between enclaves
- Provide neighbourhood services for a cluster of enclaves (shops, cafes, day care, etc.), which also improves engagement opportunities.
- Strengthen non-vehicular mobility by locating ferry stops near services; this would also increase potential customer base





# APPLYING THE PRINCIPLES:

## 03 SUPPORT STRONG SOCIAL CONNECTIONS THROUGH DESIGN

Build on the legacy of False Creek South by designing buildings and landscapes that promote social connections, diversity and equality.



### MIX OF USES

- Introduction of mixed-use – increasing commercial activity
- Community gardens/need more opportunities for urban agriculture -> community gathering spaces
- Improve with services in neighbourhood retail
- Increase school capacity: reduce family travel and separation
- Community gardens
- Ground floor key to commercial / social uses





# APPLYING THE PRINCIPLES:

## 05 RESILIENCE

Ensure new development is designed to be resilient to sea level rise, climate change and earthquakes while fostering the social connections and cohesion necessary for holistic community resilience



## INFRASTRUCTURE

- Use water features to filter rain water and store water in sea level rise and storm situations
- Storm water management
- Create second storey walkways
- Green infrastructure: plantings to help with infiltration (at water's edge)
- Create raised bridges
- Build seagate to protect FC basin
- Sand bags or beach for kids to play
- Flood resistant buildings and "useful roofs": green roof vulnerabilities
- Protect water's edge

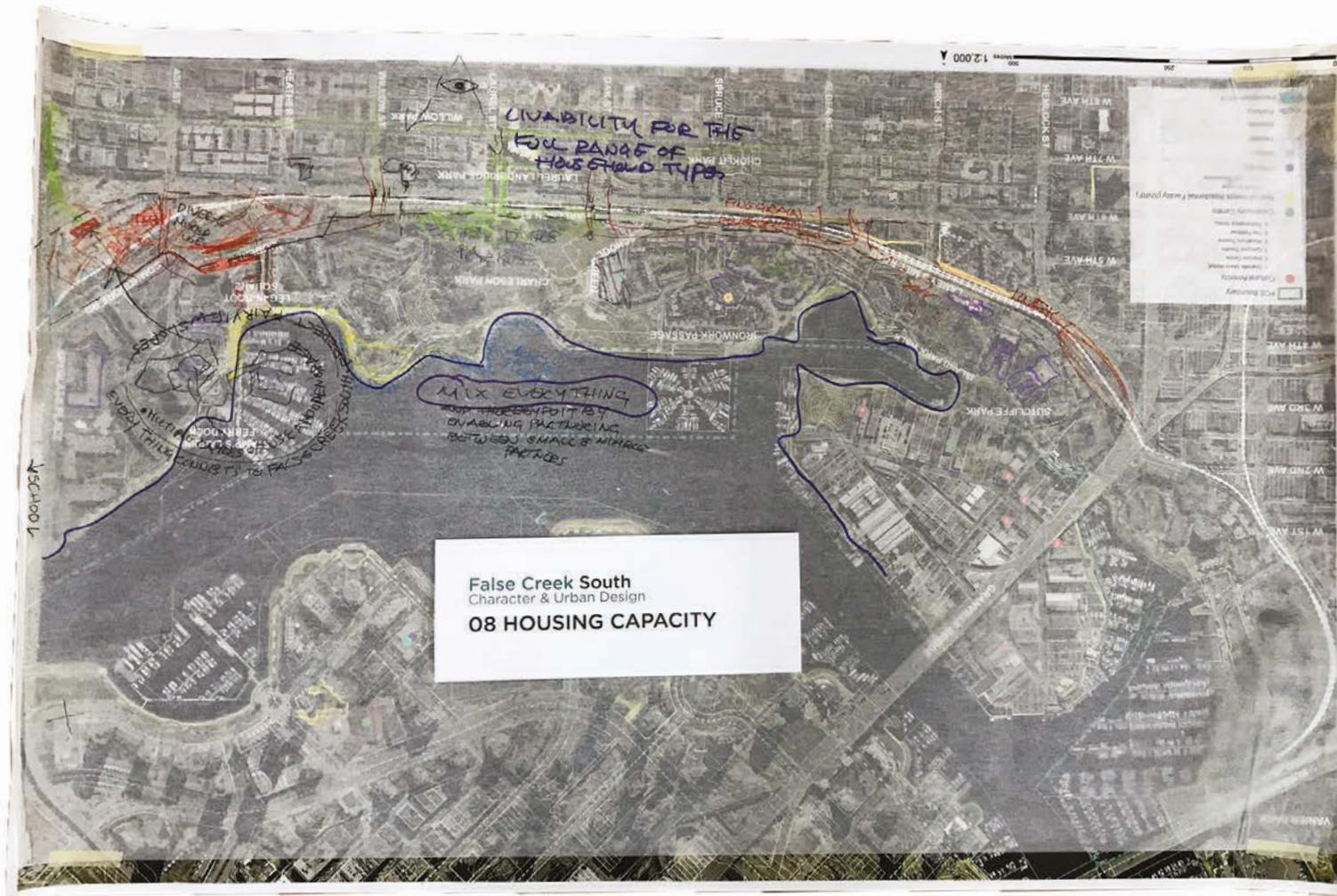




## APPLYING THE PRINCIPLES:

### 08 INCREASE HOUSING CAPACITY + CHOICE WHILE RETAINING CHARACTER

Look for opportunities to introduce additional housing capacity and new building typologies while retaining the essential qualities of character and dignity that are the hallmark of the False Creek South community



#### DEVELOPMENT APPROACH

- Small scale developers with co-ops, innovative models possible to support viability – being conscious about the partnerships with city holding control

#### HOUSING AFFORDABILITY

- Opportunity to add more social housing – build units that can be combined/ changed to adapt to new needs
- Affordable mixed income housing basic goal
- Maintain terraced form, focus on affordability

#### COMMUNITY DESIGN

- Green, ground views, roof gardens, playgrounds
- Too much emphasis on the buildings. Where are the playgrounds and the private park/adult outdoor spaces?
- Flow to Cambie and seawall
- New communities to feel as fully part of the broader community, integrated, connected to FCS
- Commercial at grade, courtyards, multiple layers
- Infill is possible, modest within existing areas
- Mix of uses, tenure, form – everything

#### BUILDING DESIGN

- Enclave form to be maintained at higher forms
- Interconnected air parcels
- More micro-suites and shared amenities (laundry, kitchens, woodworking shops, etc.)
- New buildings should be accessible
- First Nations housing

#### EDGE SITES

- Space between Commodore Road & Station: great potential for development, social and seniors housing, proximity to station, yet planning principles to be maintained in this area: enclaves, connectivity, diversity of housing options
- Sites with potential for smaller scale development, more granular along rail tracks
- Build townhouses along/over the tram tracks



