The False Creek Flats of tomorrow is a thriving, flexible and diverse economic district in Vancouver that puts people first. The new draft plan for the area creates a framework to support both the businesses leading the economy today, as well as those poised to alter the economic landscape of tomorrow.

This plan seeks to unlock the economic potential of the area by creating a more productive, sustainable and integrated False Creek Flats.

ACKNOWLEDGMENT
The Flats is on the ancestral, traditional and unceded Aboriginal territories of the Coast Salish Peoples, and in particular the Musqueam, Squamish and Tsleil-Waututh First Nations. Over a century ago False Creek Flats was an important fishing area for First Nations people.
AN ECONOMIC ENGINE

As Vancouver’s downtown peninsula transformed into a livable mixed-use neighbourhood many businesses relocated to nearby areas like the Flats.

WHERE DO YOU WORK?

In less than a generation, nearly all of Vancouver’s inner-city industrial lands have made way for a mixed-use residential landscape. The loss of industrial and employment land supply and the pressures of speculation have made the remaining available land some of most expensive in North America.

1/2 of all our jobs are located in the last 10% of non-residential land in Vancouver.

28,000 acres of industrial land in all of Metro Vancouver must accommodate all of the present and future industrial and logistics needs of the regional economy.

A JOBS AND ECONOMY PLAN

The Flats Plan will create strong policy to ensure these critical employment lands continue to serve and enhance the City and Regional economy.

1 INCREASED LAND AREA FOR JOBS

The Flats Plan will increase employment floorspace from 5.4 million sq ft to an estimated 11 million sq ft. through new land use policies.

2 TARGETED JOB GROWTH IN NEW ECONOMIC SECTORS

The Flats Plan will increase jobs from 8,000 to +30,000 (including jobs from the new St. Paul’s hospital and Emily Carr University campus).

3 A NEW ECONOMIC DEVELOPMENT STRATEGY

Vancouver Economic Commission is concurrently releasing an Economic Development Strategy to support new and innovative businesses.
With input and assistance from over 3,600 participants, the City of Vancouver has drafted a new plan for this unique area of our city. This has been a collaborative effort, also involving the preparation of an Economic Development Strategy by Vancouver Economic Commission. The following boards provide a summary of the proposed policies and long-term goals identified in the plan.

Please review the boards and go to vancouver.ca/falsecreekflats to provide feedback.

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**LAUNCH EVENT**  
May 27, 2015

**WORKSHOP SERIES**  
Fall & Summer 2015

**ONSITE OFFICE**  
June - Sept. 2015

**ONLINE SURVEY**  
May - Aug 2015

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**PRE-PLAN**  
Preparation & Analysis

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**PHASE 1**  
Framework & Principles

---

**PHASE 2**  
Emerging Directions

---

**PHASE 3**  
Draft Plan

---

**PHASE 4**  
Finalize Plan

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**WE ARE HERE**  
STAKEHOLDER PRESENTATIONS  
Fall 2016

**OPEN HOUSE**  
Today

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**RE: CONNECT IDEAS**  
COMPETITION  
2012

**COV & VEC BUSINESS INTERVIEWS**  
Fall 2014

**BUSINESS SURVEYS**  
Fall 2014

---

**PHASE 1 REPORT BACK**  
Nov 2015

**EMERGING DIRECTIONS OPEN HOUSE**  
Feb 2016

**PRIOR-VENABLES REPLACEMENT**  
Open House  
March 2016

**ONLINE SURVEYS**  
2016

**TECHNICAL ANALYSIS**  
Summer 2016

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**COUNCIL DECISION**  
Early Spring 2017

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**completed**  
ongoing
WHAT WE HEARD

At our project launch and through our first online survey we asked people about opportunities, favourite places and key issues that we could address in the plan. These provide the framework for the development of the area plan.

THEFLATS
#falsecreekflats

The following list of “favourites” provide opportunity to enhance the assets that already exist:

- Institutional anchors (St. Paul’s & Emily Carr)
- Transit rich (Broadway Line; Expo; Millennium Line; Amtrak; Greyhound; etc.)
- Centrally located (<1km to Downtown & Port)
- Surrounded by dense and vibrant residential districts
- Unique Elements from industrial past
- Network of large parks
- Major local food, arts and culture assets

The following list of “challenges” provide direction for improvement:

- Lack of connections across rail
- Under developed areas
- Lack of amenities
- Lack of identity
- Missing supports for business
- Vulnerable to earthquakes and sea level rise
- Minimal presence of natural systems/habitat
- High land values and lack of affordable spaces
INTRODUCING YOUR PLAN

"Creating a great place: that is the most effective economic development strategy for the 21st Century"
- David Malmuth - I.D.E.A. District San Diego

EMPLOYMENT LANDS

5 KEYS TO UNLOCKING ECONOMIC POTENTIAL

Human ingenuity fuels economic innovation and growth in advanced economies today. This plan places people at the centre of all considerations and seeks to establish the unique, attractive, interesting and amenity rich environments that appeal to the increasingly mobile employees of the 21st century. This plan aims to reposition the Flats from a blank space in our collective mental maps, to a critical component of our future network of public spaces by combining the needed places, spaces, programs, connections and environment to support a thriving economy.

Programs
Establish programs to assist and grow local and strategic economic sectors to create job opportunities

Places
Develop a broad spectrum of interesting & active outdoor public places for employees to meet and collaborate

Spaces
Create the right kinds of buildings with the work spaces needed to meet the needs of current & future businesses

Connections
Build required connections across the area to link businesses to one another and the surrounding neighbourhoods

Environment
Create a healthy & resilient environment that improves the area while addressing the challenges of climate change and seismic vulnerability

* Follow the icons throughout the boards to identify which key area each of the proposed policies seeks to achieve.
The following ten strategic moves connect with the Council Principles that led to the creation of this plan and are essential to unlocking the area’s full potential. These strategic moves are presented in more detail on the following boards.
Intensify Employment and Industrial Core

The plan seeks to increase jobs, retain existing industrial activities and explore new ways of working in order to respond to a changing economic landscape.

The plan will intensify employment in key areas through the introduction of new uses including *creative products manufacturing and *digital entertainment and information communication technology and an increase in new and innovative workspaces. The Flats will continue to be an industrial engine for the City.

From **8,000** to more than **30,000** total jobs

**SUPPORTING A DIVERSE MIX OF INDUSTRIAL PRODUCTION IN THE FLATS**

**INDUSTRY**

- Heavy Industry
- Light Industry
- Creative Products Manufacturing
- Cultural, Cleantech and Green Industry

**OFFICE**

- Digital Entertainment & Information Communication Technology
- General Office Including Lifescience and R&D

**DEFINITIONS**

*Creative Products Manufacturing* will fill the gap between industry and office in the Flats. It requires a level of physical production or prototyping such as: boutique clothing design and manufacturing, furniture making, industrial design and sporting goods manufacturing.

*Digital Entertainment & Information Communication Technology* brings a new sector of the innovation economy to the Flats. It includes business applications, entertainment and gaming, information technology and telecommunications infrastructure, social media and software mobile applications.
Programs and Supports For Businesses

As land values increase, new technologies develop, and the nature of today’s businesses evolve, there will be a significant shift in the economic landscape of the Flats. The plan seeks to retain existing businesses while intensifying employment and strengthening specialized economic clusters.

PROPOSED POLICIES

Leverage City Assets

• Leverage city-owned industrial properties to support innovation and maximize employment

Support New Ways of Working

• Pursue innovative forms of industrial development or mixed industrial/office/studio developments on City-owned sites
• Remove regulatory barriers to co-location to enable resource sharing among businesses and reduce startup costs
• Activate underutilized spaces for temporary economic activity such as business showcasing and pop-up amenities
• Fill digital infrastructure gaps to support significantly more employees and bandwidth per employee in the Flats. Industrial Avenue has been identified as a priority area.
• Create social infrastructure, including places to eat, drink, gather, and interact, throughout the Flats, with an initial focus on the western and southern peripheries of the area

Enhance Existing and Emerging Business Clusters

• Prioritize tenants or new developments in design, arts and culture, health, food processing, recycling/materials management, and cleantech/renewable energy sectors on City-owned sites
• Enhance connectivity between industry and academia by establishing an industry-links program to match challenges from industry with student resources
• Continue to foster business-to-business connections in the Flats through community programming

Create Affordable Workspaces

• Establish a community development corporation to help deliver affordable employment spaces
• Develop policy to support the creation of affordable light industrial spaces, industrial incubators, and other economic amenities

Lead Transition to a More Sustainable Employment District

• Support the development of shared sustainability infrastructure for businesses, including shared material collection and processing infrastructure, shared vehicle fueling/charging infrastructure, and renewable energy infrastructure
• Develop a Flats Fund to deliver financing and funding for high-impact sustainability projects
Ensure the Long-term Viability of Rail

With an anticipated growth of container traffic at the port of up to 70% in the coming years, this plan seeks to ensure ongoing viability and improved efficiency of rail in the Flats. This helps keep trucks off our streets while supporting the growth of our national and local economy.

FLATS FACTS

20% Of the 450 acres is covered by rail infrastructure

Moving goods by rail creates significantly less greenhouse gas than moving goods by truck, planes or cars

Since 1919 Rail has defined the presence of industry in the False Creek Flats

PROPOSED POLICIES

Support the presence of rail

- Recognize rail infrastructure as an asset, while seeking to overcome the barrier it creates for all other modes of transportation in the Flats
- Explore increased efficiencies for both freight and passenger rail to support expansion of the port
- Explore opportunities for increased rail oriented businesses
- Support improved passenger service, including frequency and potential for higher speed rail travel
- Pursue full grade-separation of the Burrard Inlet Rail Line
- Upgrade all existing at-grade rail crossings to meet new Federal regulations

Strengthen unique character

- Celebrate the role of rail by ensuring that the built form and public spaces respond to the unique presence of rail and its industrial character

Manage development impacts

- Seek policies to mitigate existing conflicts with residential development and rail operations, while discouraging any new residential uses near rail (refer to Federation of Canadian Municipalities Proximity Guidelines)

Since 1919 Rail has defined the presence of industry in the False Creek Flats
Efficient movement of goods and services

**Effective parking and loading to support local businesses**
- Explore pricing strategies to manage on-street parking demand
- Accommodate parking and loading activities off-street for new development
- Investigate opportunities to implement shared parking resources and increase car sharing
- Explore opportunities for unused parking during off-peak hours and locations to accommodate large vehicles for event staging

**Efficient movement of goods and services**
- Support efficient and reliable movement of rail, trucked goods, and emergency response by eliminating at-grade crossings along the Burrard Inlet Rail Line
- Explore and support alternate goods movement strategies, such as ‘hub and spoke’ delivery, right-sizing vehicles, cycle-based and electric vehicles, and alternative fueling infrastructure

**Opportunities for Transit Improvements**
- Explore opportunities to re-align bus routes on new streets, and maintain community serving transit services on Prior/Venables Street where possible
- Investigate transit improvements on Main Street
- Integrate all transportation modes with the future Millennium Line Broadway Extension
- Explore opportunities to connect a potential future streetcar network and maintenance facility into the Flats

**A connected network of ‘Complete Streets’**
- Apply ‘complete streets’ principles to all new streets
- Pursue a continuous north-south arterial route on Station Street, connecting Gore Avenue to E 3rd Avenue
- Pursue a connected street network within the new St. Paul’s Hospital and Integrated Health Campus
- Replace Prior/Venables Streets with a new east-west arterial street
- Improve walking and cycling connections as opportunities arise

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**FLATS FACTS**

**WHAT IS A COMPLETE STREET?**
‘Complete streets’ consider the needs for people of all ages and abilities, and for all modes of transportation. Safe and comfortable access for people walking, cycling, and taking transit is not an afterthought, but an integral part of planning and design.
Connect To and Through The Flats (2 of 4)

WALKING & CYCLING

Enhancing streets and sidewalks for safety, comfort, and accessibility will support people walking and cycling. Creating new connections across rail will help to overcome some of the barriers to movement in the Flats.

**PROPOSED POLICIES**

Create walking and cycling connections across rail

- Deliver a grade-separated link along the Adanac Bikeway at the Burrard Inlet Rail Line
- Include walking and cycling routes for people of all ages and abilities on the new east-west arterial overpass
- Explore the feasibility of grade-separated connections on Thornton Street, Chess Street, Begg Street and Glen Drive
- Explore a grade-separated connection to VCC-Clark Station and into the Flats for the Central Valley Greenway

Expand and connect the network

- Pursue new and improved walking and cycling routes for all ages and abilities
- Identify and address spot improvements for safety, comfort, accessibility, and wayfinding
- Improve walking and cycling access to SkyTrain stations and bus stops
- Create connections to the Seawall on National Ave, Terminal Ave, and Central St
- Connect the Central Valley Greenway to the Adanac Bikeway
- Explore greenway concepts on Prior Street when downgraded to a local street
- Explore improved connectivity to Mount Pleasant
- Integrate walking and cycling routes with open spaces and amenity nodes
- Support implementation of public bike share, bike corrals, and end-of-trip facilities

**FLATS FACTS**

People working in the Flats drive more and walk or bike less than the City average.

<table>
<thead>
<tr>
<th>CITY-WIDE</th>
<th>FLATS</th>
</tr>
</thead>
<tbody>
<tr>
<td>34% Walk or Bike</td>
<td>24% Walk or Bike</td>
</tr>
<tr>
<td>24% Take Transit</td>
<td>76% Drive</td>
</tr>
<tr>
<td>FLATS Facts</td>
<td>FLATS VS CITY-WIDE</td>
</tr>
</tbody>
</table>

WHAT IS GRADE SEPARATION?

Street, pedestrian, and cycling connections are grade-separated when they connect over or under a rail line. Grade-separation can provide new or maintain connections and improve safety, as potential conflicts with the rail line are eliminated.
PRIOR-VENABLES REPLACEMENT

In October 2015, Council directed staff to identify a new alignment to replace Prior-Venables Street. The new arterial will provide safe and convenient access to residents and businesses, and play a regional role in efficient goods movement. This will allow Prior to be downgraded to a local street.

WHAT WE HEARD

In Spring 2016, two leading alternatives were presented: Malkin Avenue and National Avenue. Following stakeholder workshops, open houses, and an online survey, public feedback was split among the options. Numerous stakeholders asked the City to reconsider the William Street option.

NEXT STEPS

Selecting the New East-West Arterial Alignment

- Three alternative alignments are being considered - Malkin Avenue, National Avenue and William Street
- The Vancouver Park Board is leading a separate study to assess the impacts, identify mitigation strategies, and envision the future of Strathcona Park in the context of the William Street alignment
- More analysis and engagement is needed to select the most effective arterial alignment
- The east-west arterial process will be undertaken in 2017, separately from but informed by the False Creek Flats planning process

PUBLIC OPINION

- 34% - Malkin
- 28% National
- 33% - Other previously considered options (William, Prior, Malkin North)
- 5% Neutral

* Percentages based on 151 public responses

HELP INFORM THE FUTURE STREET NETWORK

Expect further conversations in the coming months. Let us know what you think at vancouver.ca/falsecreekflats

Selecting the New East-West Arterial Alignment

- Three alternative alignments are being considered - Malkin Avenue, National Avenue and William Street
- The Vancouver Park Board is leading a separate study to assess the impacts, identify mitigation strategies, and envision the future of Strathcona Park in the context of the William Street alignment
- More analysis and engagement is needed to select the most effective arterial alignment
- The east-west arterial process will be undertaken in 2017, separately from but informed by the False Creek Flats planning process
The Malkin Avenue option would connect from Main Street and 'T' into Clark Drive (no through route to or from Grandview Woodlands). The railway overpass would start at Raymur Street, pass overtop of Glen Drive, the railway tracks, Vernon Drive and align with Charles Street to connect with Clark Drive. To minimize impacts to adjacent uses, this alignment would be constructed predominantly within the existing paved surface of Malkin Ave between Chess and Raymur Streets.

The National option would connect from Main Street and 'T' into Clark Drive (no through route to or from Grandview Woodlands). The railway overpass would start just west of Chess Street, pass through and over the Fire Training Facilities, the railway tracks, Vernon Drive and align with Grant Street to connect with Clark Drive. This option would protect existing uses along Malkin Avenue east of Thornton.

The William Street option would connect from Main Street and 'T' into Clark Drive (no through route to or from Grandview Woodlands). The railway overpass would start at Raymur Avenue, pass over top of Glen Drive, the railway tracks, Vernon Drive and align with William Street to connect to Clark Drive. This option seeks to minimize impacts to Cottonwood Community Gardens, Produce Row and the City’s National works yard and Fire training facility, by connecting from the intersection of Malkin Avenue and Hawks Street to the intersection of William Street and Raymur Avenue, north of the Cottonwood gardens and through Strathcona Park.

**Prior/Venables Street is the last remaining arterial which crosses the Burrard Inlet Rail Line at-grade. All options would replace the at-grade arterial crossing with an overpass, eliminating conflicts between the rail line and street network. Options were previously presented at an open house in March 2016.**
Leverage Key Institutional Anchors

Two major research institutions are planned for the False Creek Flats. The plan seeks to leverage the economic opportunities presented by these innovation engines while establishing public spaces that facilitate gathering, informal social encounters and the spillover of ideas.

NEW ST. PAUL’S

A new St. Paul’s Hospital and Integrated Health Campus is being planned for the northwest corner of the False Creek Flats just north of Pacific Central Station. The new hospital will offer employment to over 2,000 staff, as well as attract doctors, clinicians, teachers and researchers from around the globe. Specialized health services will be provided for people throughout the city and province. There will be additional opportunities for employment in research, teaching and health care to cluster around the new state-of-the-art hospital.

KEY ELEMENTS

• New streets, walking and cycling routes, open spaces and gathering places including a ‘wellness loop’ for recovering patients
• World class health campus
• Research, health care offices and retail

EMILY CARR CAMPUS

Emily Carr University of Art + Design has outgrown its current Granville Island campus and is currently constructing a new campus on Great Northern Way. The new school will accommodate 1,800 students and is expected to be completed in Fall 2017.

Emily Carr is a learning community with a mandate to provide access to the creative arts for students from all walks of life. It is also a community of innovators in applied research with over 300 industry and community partners and strong synergies with the Centre for Digital Media located at the Great Northern Way Campus as well.

KEY ELEMENTS

• Western Canada’s leading university for art and design
• Walking and cycling routes across the site connecting to nearby destinations (Walk the Line and Central Valley Greenway)
• New open spaces, gathering places and streets
• A new station location for the future Broadway-UBC subway
• Additional office, retail and other spaces to support synergistic businesses
Create Amenity-Rich Public Places (1 of 2)

These amenity nodes are the key places of public life in the False Creek Flats. They act as the centre of amenities, activities and innovation. *See definition of Node on Page 22

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**IDENTITY**
Each node will respond to its unique urban infrastructure, character buildings and celebrated views. This determines the experience of the user.

**WORK SPACES**
Nodes are extensions of the workspaces around them, including furniture, pop-up demonstrations and digital infrastructure to allow employees to work in public places.

**INDUSTRIAL CHARACTER**

**HEALTHY ENVIRONMENT**
Create healthy urban environments that provide infrastructure to support the rainwater management objectives of infiltration, detention and safe conveyance of rainwater.

**VIBRANT**
Public plazas, public art, ground floor retail and amenities

**FLEXIBLE**
Support a wide variety of programming for public use and for local businesses

**IDEA GENERATION**
Spaces to support business start-ups and idea generation as well as shared tools/information

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**INNOVATION AREAS**
These nodes facilitate the spill-over of ideas, knowledge generation and synergies between businesses through shared tools and infrastructure.

**PUBLIC SPACES**
Social spaces for gathering, celebrating and encouraging informal interactions and chance encounters that act as anchors for public life.
Create Amenity-Rich Public Places (2 of 2)

These amenity nodes are the key places of public life in the False Creek Flats. They act as the centre of amenities, activities and innovation.

INNOVATION HUB
“Public facing front door to the Flats”

A vibrant, mixed use, and collaborative employment area with numerous opportunities for employees to socialize and network. Innovative housing models will be located along Main Street.

CHARACTER
Brick and steel clad industrial buildings, tree canopy, unique street grid & transit oriented location

VISION
Increased pedestrian and cycling connections, enhanced link to the sea wall, lively edges that draw people in through retail, residential and a central public plaza

The area celebrates innovation by supporting the green economy, digital tech, health research/development, artists' studio, creation/production spaces and social enterprises.

HERITAGE RAIL HUB
“Iconic character buildings are the foundation of public life”

At the centre of the Stations area, the heritage hub is a vibrant 24/7 activity zone that encourages gathering and public celebrations throughout the year with multi-purpose and flexible spaces for a variety of uses including festivals and the potential for a year round makers/farmers market.

CHARACTER
Iconic Character Buildings including Rocky Mountaineer, Cross-Docks & Canada Packers

VISION
Lunch break destination, evening concerts and events, business showcasing, pop-up markets & festivals

CULTURAL PRECINCT
“The key anchor of the city’s cultural production”

The Cultural Precinct, centred around the Parker Street Studios at 1000 Parker should remain one of the key anchors of the city’s cultural production and will establish a new node of public life and celebration. The area could leverage new development combined with vibrant public spaces and retention of historic buildings and the rail yards.

CHARACTER
Parker Street Studios at 1000 Parker, other artists' studios, creation and production spaces and proximity to rail

VISION
Retention and expansion of existing artist studios and production spaces, lunch break destination, business showcasing, public space and public art
Build a Greener, More Resilient Flats (1 of 2)

**PARKS**
Establish a system of corridors and parks through the Flats with a focus on linking to existing corridors and enhancing existing parks to improve their quality, diversity of programming and usability.

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**FLATS FACTS**
- 3 Existing City Parks
- 36 acres of park land
- 70% of the Flats will be within a 5 minute walk to an existing park as a result of the proposed walking network in the plan.

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**PROPOSED POLICIES**

**Protect and Enhance Existing Parks**
- Renew Strathcona and Thornton Parks and upgrade China Creek North and Trillium Parks to accommodate new users from employment in the Flats and from adjacent neighbourhoods
- Explore opportunities to expand and connect existing parks

**Enhance Urban Forest Canopy and Biodiversity**
- Establish and connect habitat corridors for birds and pollinators
- Build a new linear open space from Mount Pleasant or the Grandview Cut, to Great Northern Way campus, to False Creek
- Develop an urban forestry plan for the False Creek Flats to guide where and how trees could be planted in a range of urban landscapes, parks and development sites
- Strengthen the urban forest canopy through and along streets and rail corridors. Prioritize Terminal Avenue and roads with pedestrian and cycling infrastructure in the short term

**Improve Access to Park Land**
- Encourage use of parks by improving connections through “rail locked” areas
- Acquire and develop 1 acre of additional parkland in the central portion of the Flats

Illustrated vision for connected ecological corridors.
Build a Greener, More Resilient Flats (2 of 2)

ENVIRONMENT & CLIMATE CHANGE

A resilient flats will address the risks associated with earthquakes, coastal flooding, sea level rise and overland flooding from heavy rainfall.

Re-introduce Natural Systems

- Identify locations to implement the City’s new integrated rainwater management plan to improve water quality and the ecological health of False Creek
- Consider long term opportunities for linear storm water connections and biofiltration wetlands that are compatible with public use
- Explore innovative approaches to manage contaminated sites

Build infrastructure that supports renewable energy

- Accommodate an energy centre that supplies renewable energy to the False Creek Flats, Downtown and other adjacent areas
- Establish a neighbourhood energy pipe network to supply renewable energy to buildings in the Flats
- Pursue waste heat recovery and other potential resource recovery opportunities
- Explore policies and tools to ensure that False Creek Flats becomes a leader in green building retrofits, re-purposing and design

Seismic Upgrades & Emergency Response

- Ensure that the area is planned with a post-disaster future and response capability
- Explore ways to minimize impacts and potential damage to public infrastructure from a seismic event

Solid Waste Recovery

- Ensure that False Creek Flats continues to be a hub for recycling and reuse activities
- Explore opportunities for co-locating waste recovery facilities with industries and other businesses that can use the recovered materials

Implement Sea Level Rise Adaptation Strategies

- Incorporate design approaches for retrofitting buildings to improve both flood and seismic resilience. The city has increased flood construction levels (ground floor height) to 4.6 m.
- Plan for impacts over the lifetime of infrastructure. Explore building and street design approaches that allow for adaptive alterations in the future in response to increasing flood risk

FLATS FACTS

2050

If no action takes place, sea level rise could extend coastal waters into portions of the False Creek Flats during high tide and storm surge conditions by 2050.

PROPOSED POLICIES

Example of a low-carbon energy centre
Secure and Strengthen the Food System

A sustainable food system can strengthen the green economy, boost local food production, and enhance community connections. As False Creek Flats develops, preserving and enhancing food businesses and food initiatives are critical to maintaining and strengthening the city’s food system and making it more healthy and sustainable.

FLATS FACTS
2 of Vancouver’s oldest community gardens are located in the Flats (Strathcona and Cottonwood)

PRODUCE ROW
located in the Flats, acts as a distribution centre for local food retailers across western Canada.

PROPOSED POLICIES

Support Food-Related Businesses
- Protect and intensify land use that supports food-related businesses such as urban farming, food processing and distribution.
- Conserve Produce Row and prioritize the importance of locating food-related businesses in the Flats
- Explore potential synergies between food related businesses/community groups, and emerging business clusters across the area

Enhance opportunities for urban agriculture and community gardens
- Support Strathcona Community Garden and Cottonwood Community Garden
- Increase food growing opportunities through community gardens, urban farms, fruit trees or edible landscaping
- Incorporate roof-top food growing and other opportunities for food production in new developments and public realm improvements
- Explore ways to utilize food for social gathering and celebration through markets, restaurants, food trucks, lunch spots, etc.

Support the relocation of the Greater Vancouver Food Bank within the Flats
- Investigate relocating the Food Bank to the area near Main Street and Terminal Avenue and explore connections with food-related businesses and organizations

A FOOD CENTRE OF EXCELLENCE

This is a direction from Council to ensure food access and the food economy continues to play a central role in the area and the City at large.

- Strengthens community food assets
- Creates collaboration and colocation in the food sector (ex. commissaries, food truck hub, nonprofits)
- Advances food waste and food recovery activities
- Includes a food retail market and social gathering space
Secure and Strengthen Arts & Culture

The health of Vancouver’s arts and cultural sector relies heavily on the Flats. By protecting affordable industrial spaces, Vancouver can help sustain this critical mass that facilitates new ideas and experimentation, fosters creative exchange between the arts and other sectors, and helps animate a vibrant local economy.

FLATS FACTS

1 IN 5 businesses in the Flats are related to art & cultural production

40% of Vancouver’s artist studios are located in the Flats

PROPOSED POLICIES

Retain and expand affordable cultural spaces for the long term

- Explore land-use strategies to secure affordable industrial workspaces for arts and culture
- Retain or retrofit key existing cultural facilities and improve accessibility

Leverage partnerships, civic assets and investments

- Develop flexible work spaces that enable co-location and resource sharing of complementary businesses or organizations

Make regulations arts-friendly

- Consider expanding Vancouver’s arts event license program to allow for more pop-up and temporary events, performances and art installations
- Explore regulatory changes to allow increased art and design production in industrial lands
- Develop policy to support artists to sell their work on site
Housing Opportunities

While the focus of the Flats is to retain and attract industrial uses, compatible housing opportunities for those who work and learn in the Flats will support community vibrancy and advance City-wide plans for housing affordability and sustainable commuting. Additional housing enabled through the plan will bring + 3000 total units.

PROPOSED POLICIES

Retain and expand affordable rental housing for the long term

- Integrate new housing opportunities along the western periphery to ease the transition between residential, office and industrial uses
- Leverage City-owned industrial properties, where residential is permitted, to maximize delivery of non-market housing
- Where new developments are receiving additional density in exchange for the provision of non-market housing, that housing will be secured through a housing agreement to ensure project meets requirements as defined in the City’s Zoning and Development By-law

Increase Diversity of Housing in the Flats

- Offer a variety of affordable housing choices and community facilities to attract and retain a vibrant workforce, including students, artists, artists with families and young workers
- Consider live-work and microsuites for priority groups (i.e., students, low income workers and artists)

FLATS FACTS

The Flats Plan introduces a limited amount of housing in areas previously designated as general urban under the Regional Growth Strategy which permits residential use. The only exception is the proposed housing along Atlantic Ave. (Refer to Strathcona Transition below)

Photo of Industry City - a mixed commercial, industrial and residential neighbourhood in Brooklyn, NY

Mount Pleasant transition area on the western most edge of the Flats. Zoning permits rental housing with a priority for artist live/work studios. Further policy exploration will determine student accommodation at the new Emily Carr.

The proposed transition area between Strathcona and the Flats introduces a combination of industrial and residential along Malkin Avenue. This change to existing zoning would permit industrial at the lower elevation along Malkin and residential at the upper elevation matching the ground plane of the adjacent houses.
Tie the Pieces Together
*Walk the Line*

Walk the Line is a vision for walking and cycling pathway that seeks to extend the False Creek seawall (Seaside Greenway) eastward in a loop that references the historic shoreline of False Creek. Walk the Line would create a network of public spaces and opportunities for rainwater detention and infiltration.

**FLATS FACTS**

There are currently many existing amenities around the periphery of the Flats including parks, restaurants and cycling routes. The middle of the Flats is often described as amenity deficient. Walk the Line will draw people into the Flats by strengthening amenities and creating the necessary links and connections over rail.

**ASPIRATIONS & ELEMENTS**

- Tie amenity nodes, institutional anchors and parks together
- Embed interesting views
- Provide a series of public spaces along the route for employees and neighbours to gather

**A network of public spaces**

- Include above grade connections to overcome barriers over rail
- Develop opportunity for rainwater detention and management along the network

**A pedestrian/cycling pathway**

- Infrastructure for rainwater management, treatment and safe conveyance to False Creek
- Traces a memory of the old shoreline
- Celebrates and creates new public views from above grade

**WHAT IS A NODE?**

A node is a small public space that is designed for everyone to enjoy! It is a space for employees to gather during lunch hour, for business to showcase new products, for public art, for social gathering and congregation and for taking a moment to pause.

**EVERY 5 MIN**

There is a new node located every 5 minutes along the Walk the Line network.