

# WELCOME TO YOUR FLATS

(DRAFT PLAN)

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 tranformed 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

# PLANNING PROCESS

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](http://vancouver.ca/falsecreekflats) to provide feedback.



● 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.



MY  
FAVOURITE  
FLATS

## OPPORTUNITIES

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

BIG  
FLATS  
CHALLENGE

## KEY ISSUES

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



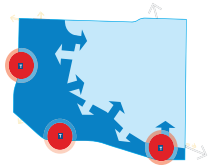
#### Environment

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

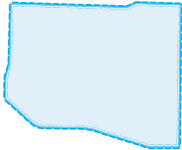
\* Follow the icons throughout the boards to identify which key area each of the proposed policies seeks to achieve.

# STRATEGIC MOVES

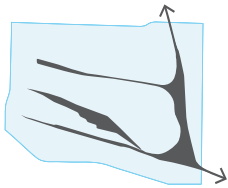
The following ten strategic moves connect with the Council Principles that led to the creation of this plan and are essential to unlocking the area’s full potential. These strategic moves are presented in more detail on the following boards.



**Intensify employment and industrial core**



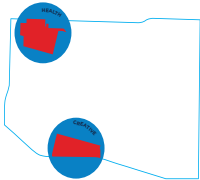
**Support new and existing businesses**



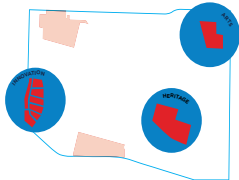
**Ensure the long-term viability of rail**



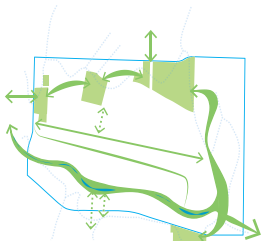
**Connect to and through the Flats**



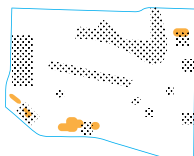
**Leverage key institutional anchors**



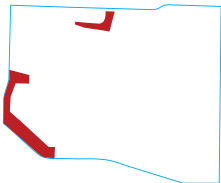
**Create amenity rich public nodes**



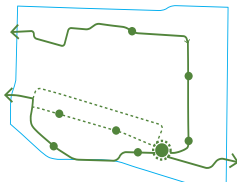
**Build a greener more resilient Flats**



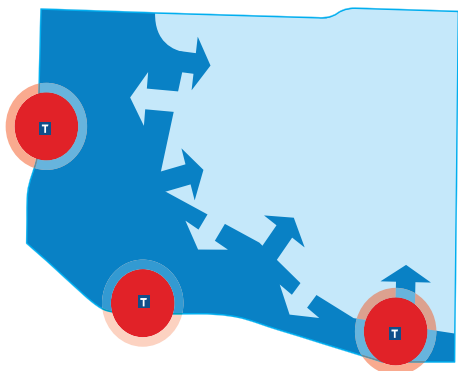
**Secure and strengthen food, arts and culture**



**Innovative housing opportunities**



**Tie the pieces together**



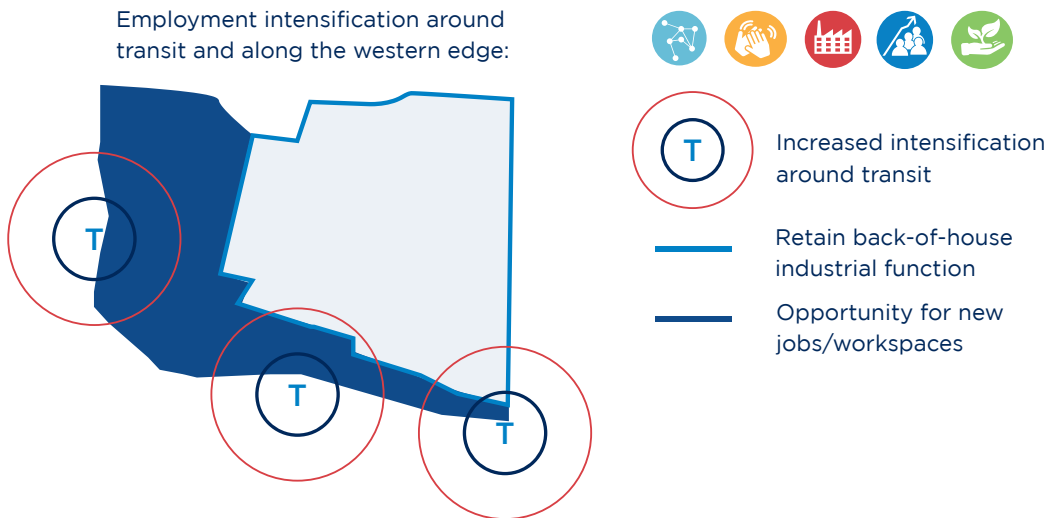
# Intensify Employment and Industrial Core

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.

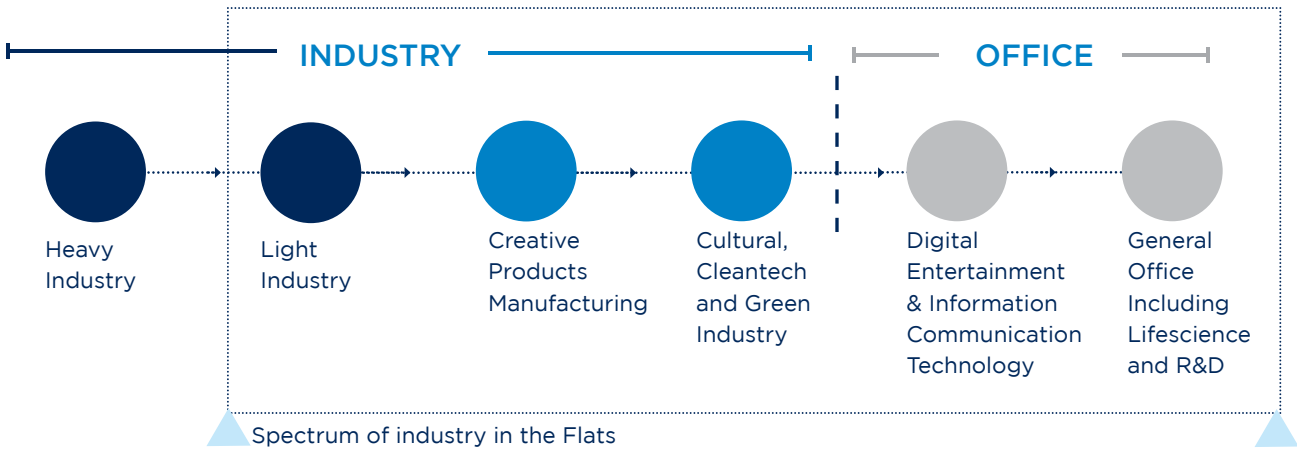
The plan will intensify employment in key areas through the introduction of new uses including *\*creative products manufacturing* and *\*digital entertainment and information communication technology* and an increase in new and innovative workspaces. The Flats will continue to be an industrial engine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

From 8 000 to more than 30 000  
total jobs

Employment intensification around transit and along the western edge:



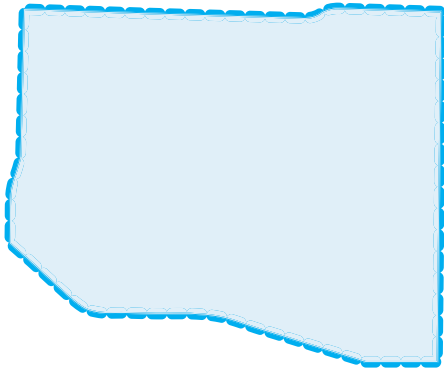
## SUPPORTING A DIVERSE MIX OF INDUSTRIAL PRODUCTION IN THE FLATS



### DEFINITIONS

*Creative Products Manufacturing	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	Digital and information 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



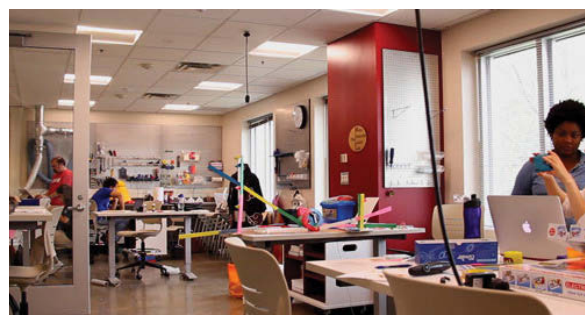
### Enhance Existing and Emerging Business Clusters

- 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

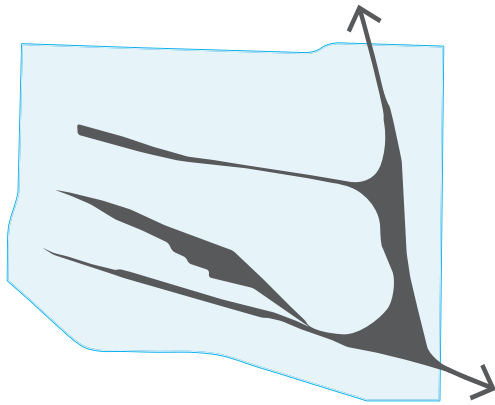
- Establish a community development corporation to help deliver affordable employment spaces
- Develop policy to support the creation of affordable light industrial spaces, industrial incubators, and other economic amenities



### 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.



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

## 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

## 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



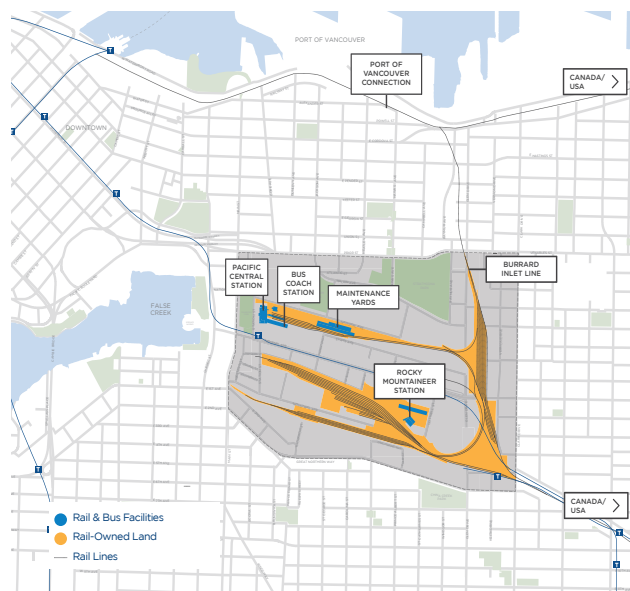
### Strengthen unique character

- 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)



Rail lines and facilities



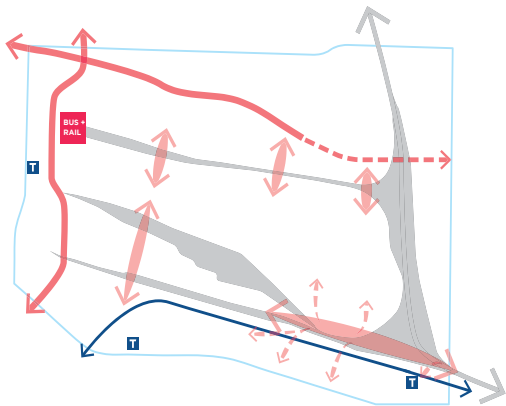
Rail character in the Flats



Encouraging visual connections with rail



Rail serves an important function for the port



# Connect To and Through The Flats (1 of 4)

## MOVING VEHICLES

Efficient movement to, through, and within the Flats is critical to supporting the growth of our economy. New streets and rapid transit connections will support safe, reliable, and efficient movement of goods and services, including emergency response and transit.



## 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.

# PROPOSED POLICIES



## 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



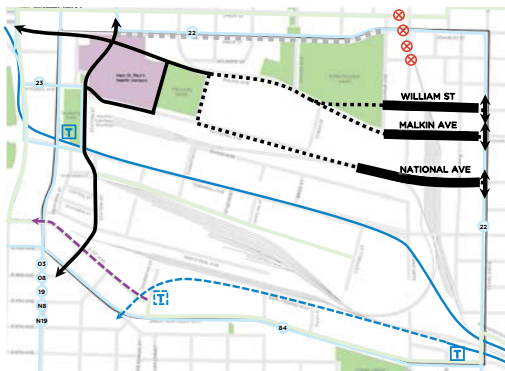
## Opportunities for Transit Improvements

- 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



### LEGEND

- Existing Street Network
- Existing Cycling Route
- Existing Bus Route
- Existing SkyTrain Line
- Existing SkyTrain Station
- New Complete Street
- Potential Streetcar Route
- East - West Arterial Overpass Option
- Street closure at Rail Crossing
- Downgraded Arterial to Local Street
- Millennium Line Broadway Extension
- Proposed SkyTrain Station



# Connect To and Through The Flats (2 of 4)

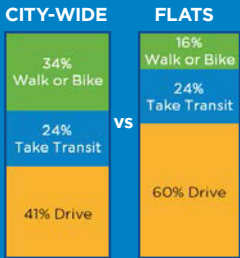
## WALKING & CYCLING

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.



### FLATS FACTS

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

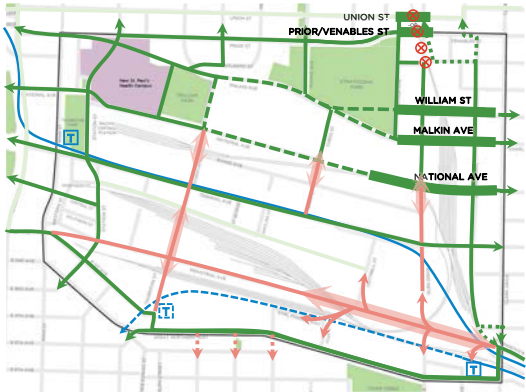


## PROPOSED POLICIES



### 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

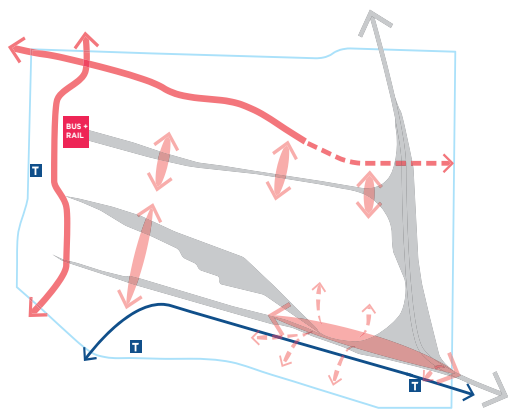
- Pursue new and improved walking and cycling routes for all ages and abilities
- Identify and address spot improvements for safety, comfort, accessibility, and wayfinding
- Improve walking and cycling access to SkyTrain stations and bus stops
- Create connections to the Seawall on National Ave, Terminal 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

#### LEGEND

- Existing Bike Route
- Existing SkyTrain Line
- Existing SkyTrain Station
- New/Improved Walking/Cycling Route
- New/Improved Walking/Cycling Route Options
- New Walking/Cycling Overpass or Underpass
- Potential Walking/Cycling Connections Across Rail
- Long-term Walking/Cycling Route
- Long-term Walking/Cycling Route Option
- Street Closure Across Rail
- Millennium Line Broadway Extension
- Proposed SkyTrain Station

### 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.



# Connect To and Through The Flats (3 of 4)

## 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.

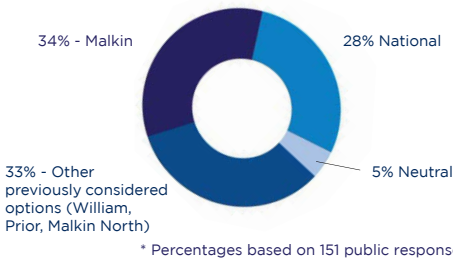
# NEXT STEPS



## 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

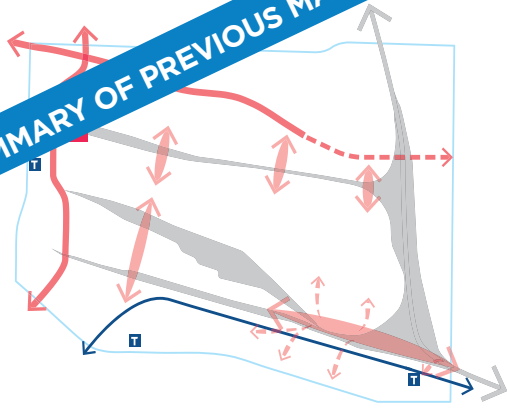
## PUBLIC OPINION



HELP INFORM THE FUTURE STREET NETWORK  
Expect further conversations in the coming months. Let us know what you think at [vancouver.ca/falsecreekflats](http://vancouver.ca/falsecreekflats)



## SUMMARY OF PREVIOUS MATERIAL



# Connect To and Through The Flats (4 of 4)

## PRIOR-VENABLES REPLACEMENT

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.

### MALKIN

#### PROS

- Wide existing road right-of-way
- Avoids impact to City's National Works Yard, and fire training Facilities
- Balanced arterial spacing between Hastings St and Terminal Ave
- Relatively direct route for emergency response (fire, ambulance, and police)
- Relatively close transit service to Strathcona Community
- Significantly lower cost than National option (similar to William option)

#### CONS

- Moderate to significant impact to Cottonwood Community Gardens
- Moderate to significant impact to operation of Produce Row businesses east of Thornton
- Impact to Animal Control Facility
- Property acquisition and resultant business impact to industrial businesses east of Glen Dr



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.



### NATIONAL

#### PROS

- Avoids impact to Cottonwood Community Gardens
- Avoids impact to Produce Row businesses east of Thornton
- Avoids impact to Animal Control Facility

#### CONS

- Significantly higher cost than William and Malkin options
- Concerns with performance and land required for road curvatures at Thornton
- Concerns with proximity of National/Clark intersection with East 1st/Clark intersection
- Requires relocation of the Fire Training facility
- Moderate impact to the City's National Works yard
- Property acquisition and resultant business impact to industrial businesses east of Glen Dr
- Reduced accessibility to transit
- Poor geotechnical conditions



The National 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 just east 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.



### WILLIAM

#### PROS

- Avoids impact to Cottonwood Gardens
- Avoids impact to Produce Row businesses east of Thornton
- Avoids impact to Animal Control Facility, City's National Works Yard, and fire training Facilities
- Best arterial spacing between Hastings St and Terminal Ave and most resilient network
- Most direct route for emergency response (fire, ambulance, and police)
- Closest transit service to Strathcona Community
- Significantly lower cost than National option (similar to Malkin option)

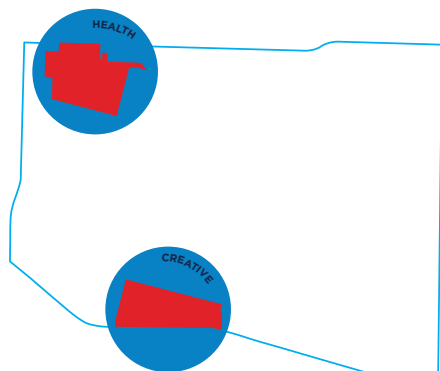
#### CONS

- Significant impact to Strathcona Park and introduces an arterial street between Strathcona Park and Cottonwood Community Gardens
- Requires modifications to the established Park property boundaries
- Property acquisition and resultant business impact to industrial businesses east of Raymur Ave



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 track, 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.





# 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

HELP INFORM THE POLICY STATEMENT  
Expect further conversations in the coming months. For more information please see [vancouver.ca/newstpauls](http://vancouver.ca/newstpauls)

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.

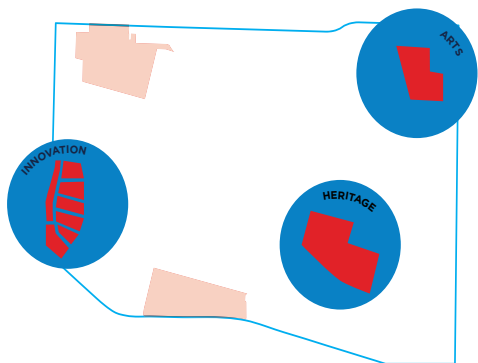
### KEY ELEMENTS

- 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



## 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.



## ELEMENTS OF PUBLIC PLACES

### 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

### INTENSITY

Support additional uses and densities to build a critical mass of people that create a lively public life

### 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/ infrastructure



# 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. \*See definition of Node on Page 22



## 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

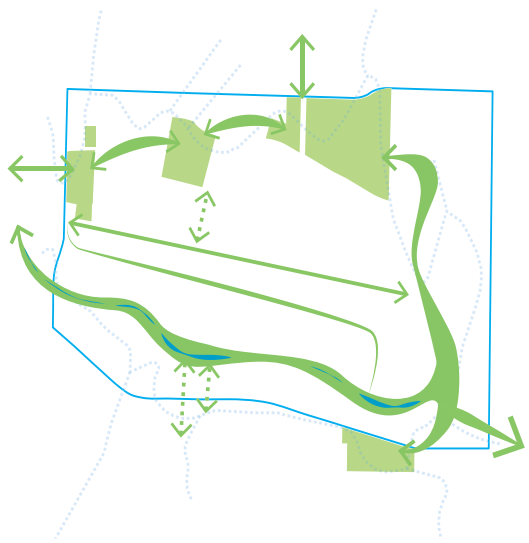
Parker Street Studios at 1000 Parker, other artists' studios, creation and production spaces and proximity to rail

### 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



### 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

## 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



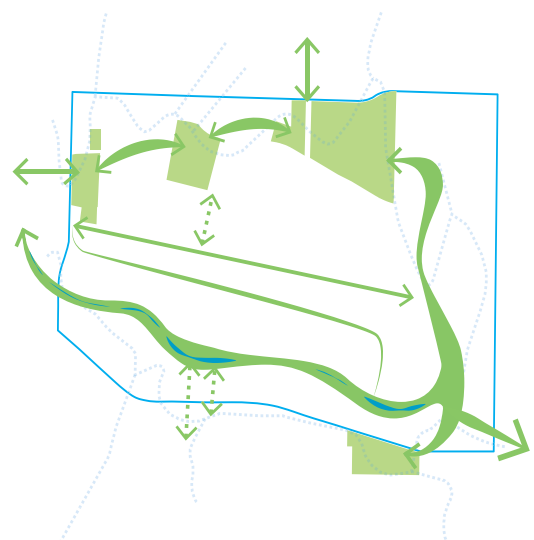
### Improve Access to Park Land

- 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



- LEGEND**
- Existing Parks
  - New Parks by Others
  - Green Corridors
  - Potential introduction of rainwater management features
- New 1 Acre Park Location TBD

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.



### 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



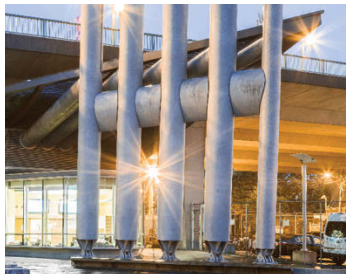
### Re-introduce Natural Systems

- 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



Example of a low-carbon energy centre



### 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

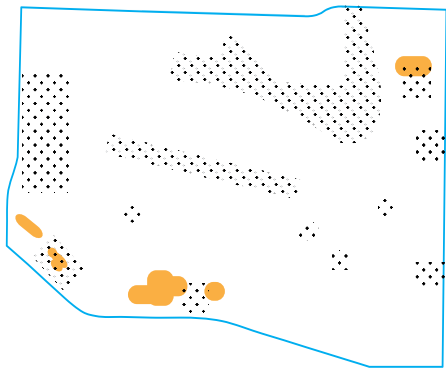
- Ensure that False Creek Flats continues to be a hub for recycling and reuse activities
- Explore opportunities for co-locating waste recovery facilities with industries and other businesses that can use the recovered materials



### 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





# 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

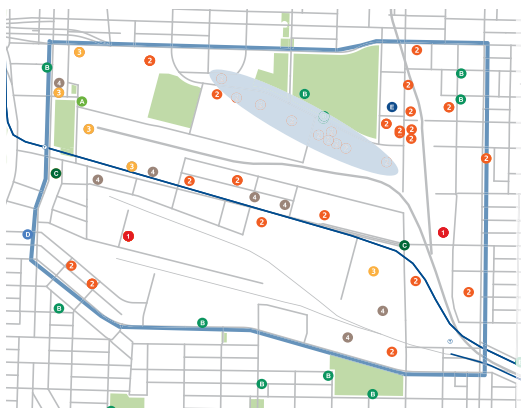


- Support Strathcona Community Garden and Cottonwood Community Garden
- Increase food growing opportunities through community gardens, urban farms, fruit trees or edible landscaping
- Incorporate roof-top food growing and other opportunities for food production in new developments and public realm improvements
- 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



Existing Assets

#### LEGEND

##### Food Business

- 1 Food Processing
- 2 Manufacturer, Warehouse Operator, Wholesale Dealer
- 3 Food Retail Dealer
- 4 Restaurant

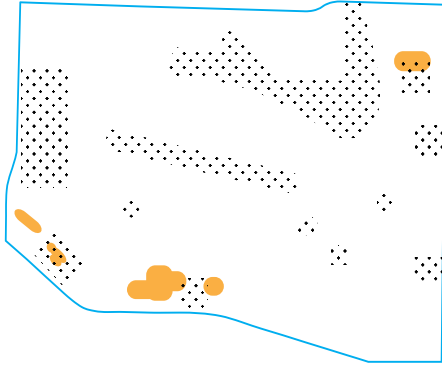
##### Food Assets

- A Farmers Market
- B Community Garden, Orchard or Food Tree
- C Urban Farm
- D Community Kitchen
- E Food Bank Depot

## 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

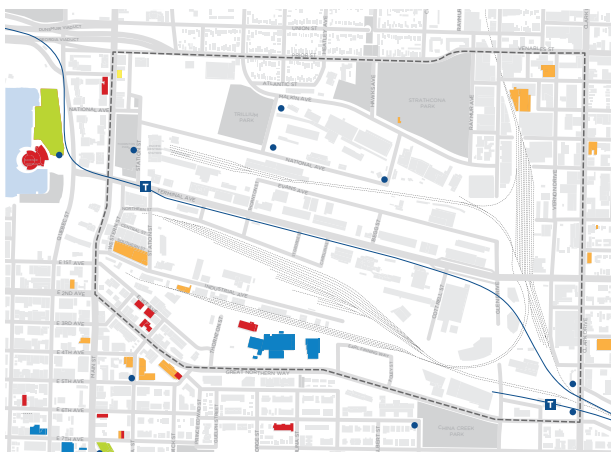
- 1 IN 5** businesses in the Flats are related to art & cultural production
- 40%** of Vancouver's artist studios are located in the Flats

## 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



Existing Assets

#### LEGEND

- Museum/Gallery
- Studio/Rehearsal
- Theatre/Performance
- Community Space
- Educational
- Public Art



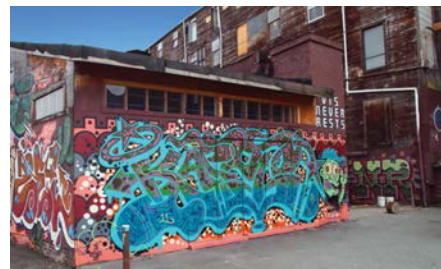
Example of Artist Studio



Public Art



Artist Workspace



1000 Parker



### Leverage partnerships, civic assets and investments

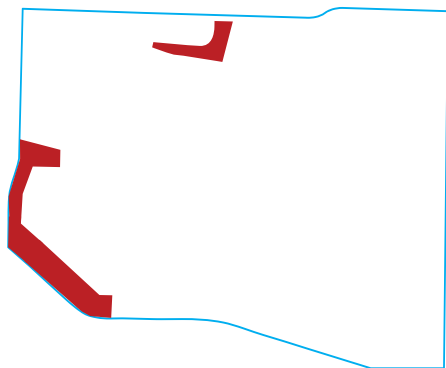
- Develop flexible work spaces that enable co-location and resource sharing of complementary businesses or organizations



### 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.



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

## 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)

Regional Growth Strategy Designations

- Industrial 53%
- Mixed Employment 26%
- General Urban 20%
- Park



## 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



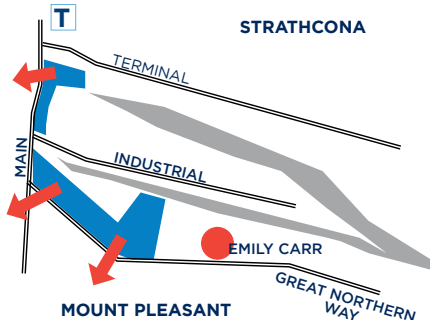
### Increase Diversity of Housing in the Flats

- 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 microsuits for priority groups (i.e. students, low income workers and artists)

#### MOUNT PLEASANT TRANSITION

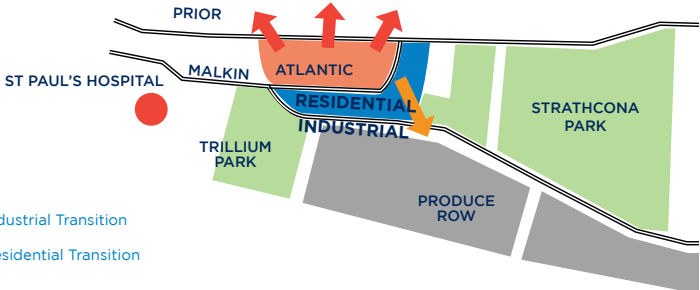
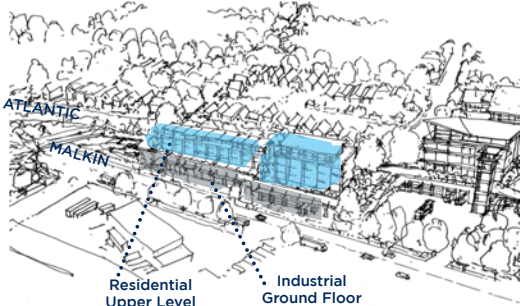


Mount Pleasant transition area on the western most edge of the Flats. Zoning permits rental housing with a priority for artist live/work studios. Further policy exploration will determine student accommodation at the new Emily Carr.



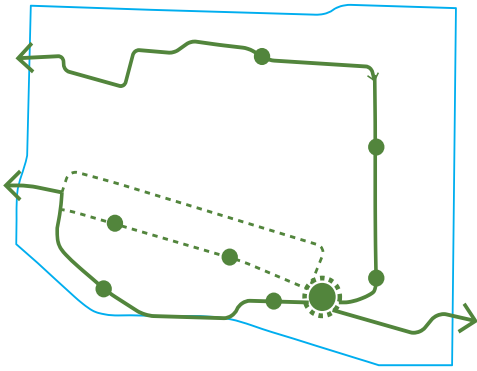
#### STRATHCONA TRANSITION

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.



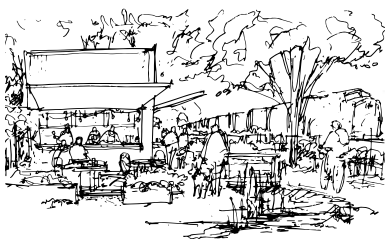
### FLATS FACTS

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



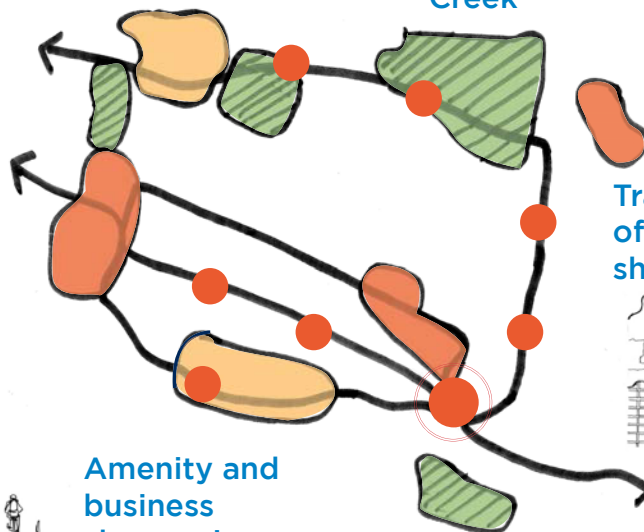
### A pedestrian/cycling pathway



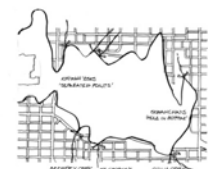
- Include above grade connections to overcome barriers over rail
- Develop opportunity for rainwater detention and management along the network



### Infrastructure for rainwater management, treatment and safe conveyance to False Creek



### Traces a memory of the old shoreline



### Amenity and business showcasing spaces



### 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.