

Welcome

to the False Creek South Neighbourhood Plan Launch

In May 2017 Vancouver City Council approved a planning program for False Creek South (FCS). City staff will be working with the local community and broader public on a renewed neighbourhood plan for one of Vancouver's first waterfront communities.

Learn more about the planning process. Meet the project team. Share what you love about False Creek South and what you would like to see in it's future.

Find out how you can get involved to make this a success!

vancouver.ca/fcsplan



FCS Neighbourhood Plan

What is a neighbourhood plan?

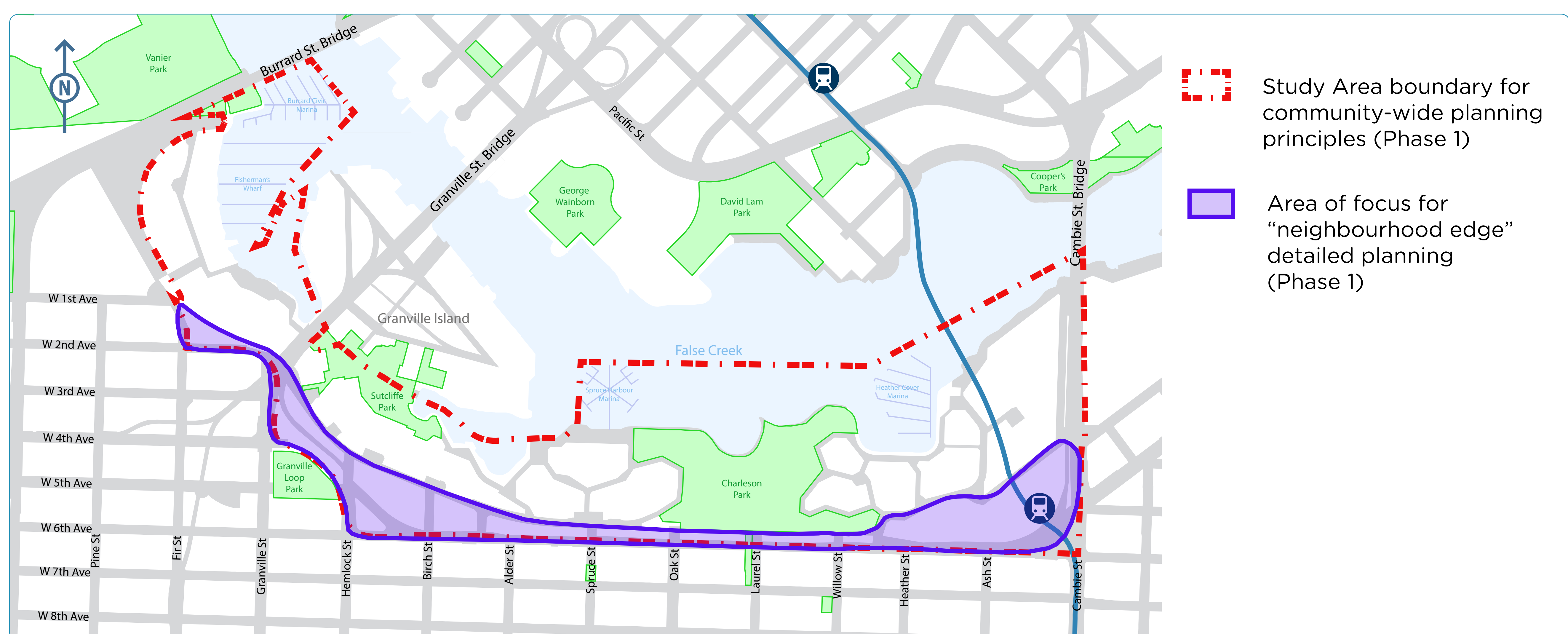
A neighbourhood plan is a policy framework that provides guidance and direction on a variety of topics, including land use, urban design, housing, transportation, parks and open space, the environment and more. In the case of False Creek South (FCS), it will provide directions to renew the original plan, and result in amendments to the False Creek Official Development Plan (ODP).

Why is a neighbourhood plan important?

As Vancouver continues to grow, a neighbourhood plan will guide growth in FCS over the long-term in a way that meets the needs of the community, Vancouver as a whole, and the region.

Who creates the neighbourhood plan?

Throughout the planning program, staff will engage and work with the FCS community and broader public, seeking to involve a broad range of people and a diversity of perspectives. The ideas, interests, and concerns of all contribute towards the final plan.



Note: The boundary of the focus area may be modified as the planning process evolves

Phasing of the FCS Neighbourhood Plan

Because the City is advancing multiple FCS Work Streams to respond to concerns of existing residents, two phases are anticipated for the FCS neighbourhood plan.

Phase 1: Define FCS planning principles and create a detailed plan for the “neighbourhood edge”, which contains sites that are currently under-developed, or in need of planning attention.

Phase 2: (Timing to be determined) Define directions for sites north of the “neighbourhood edge.”

The first phase of the FCS neighbourhood planning program will take place over ~14 months, starting now.

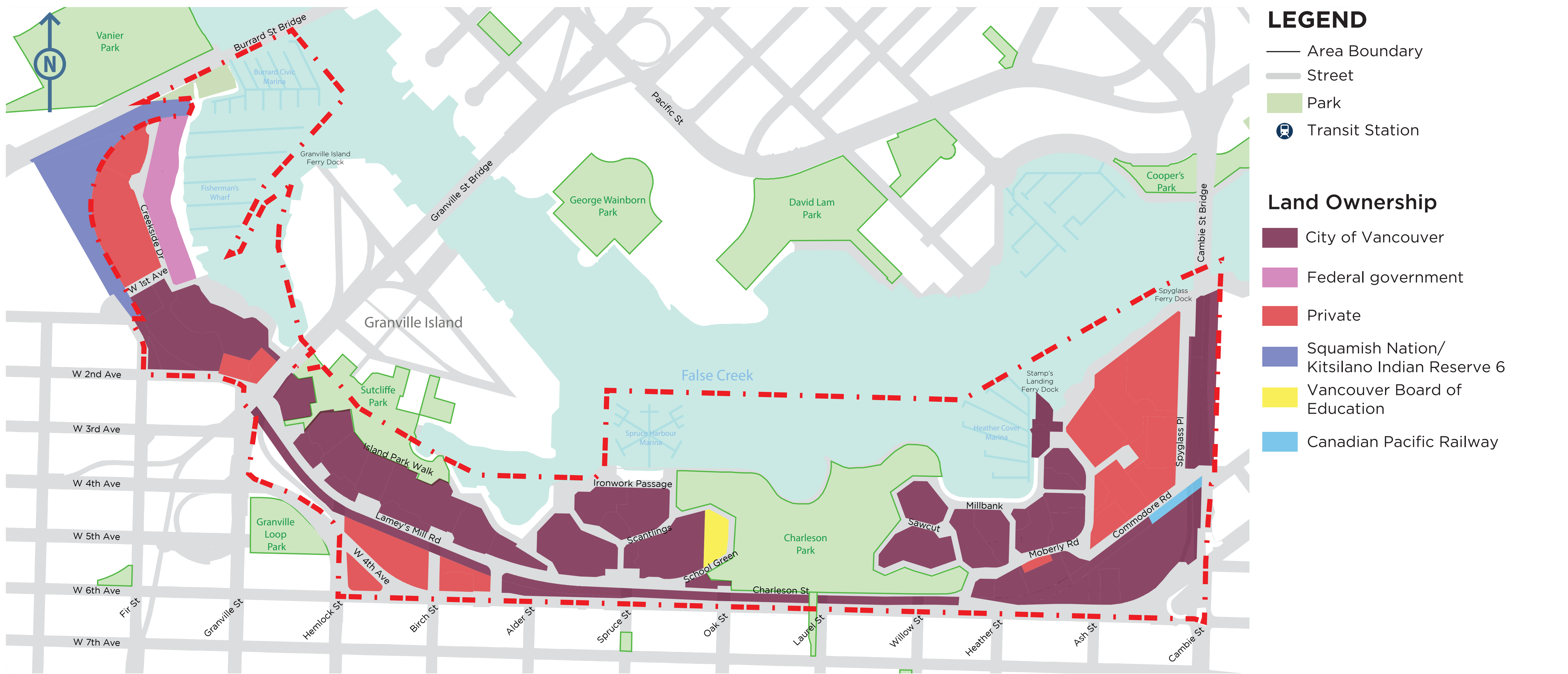
Background

The False Creek South (FCS) neighbourhood is situated between Burrard Street, Fairview Slopes, Cambie Street and False Creek, close to the downtown. It has a mix of land uses, housing types, transportation options, and distinct urban character and amenities.

Eighty percent of the land in FCS is owned by the City of Vancouver, through its Property Endowment Fund (PEF). Many residential units are on public land and were leased in the 1970s and 80s through long-term ground leases. The majority of these leases are due to expire between 2036 and 2046.

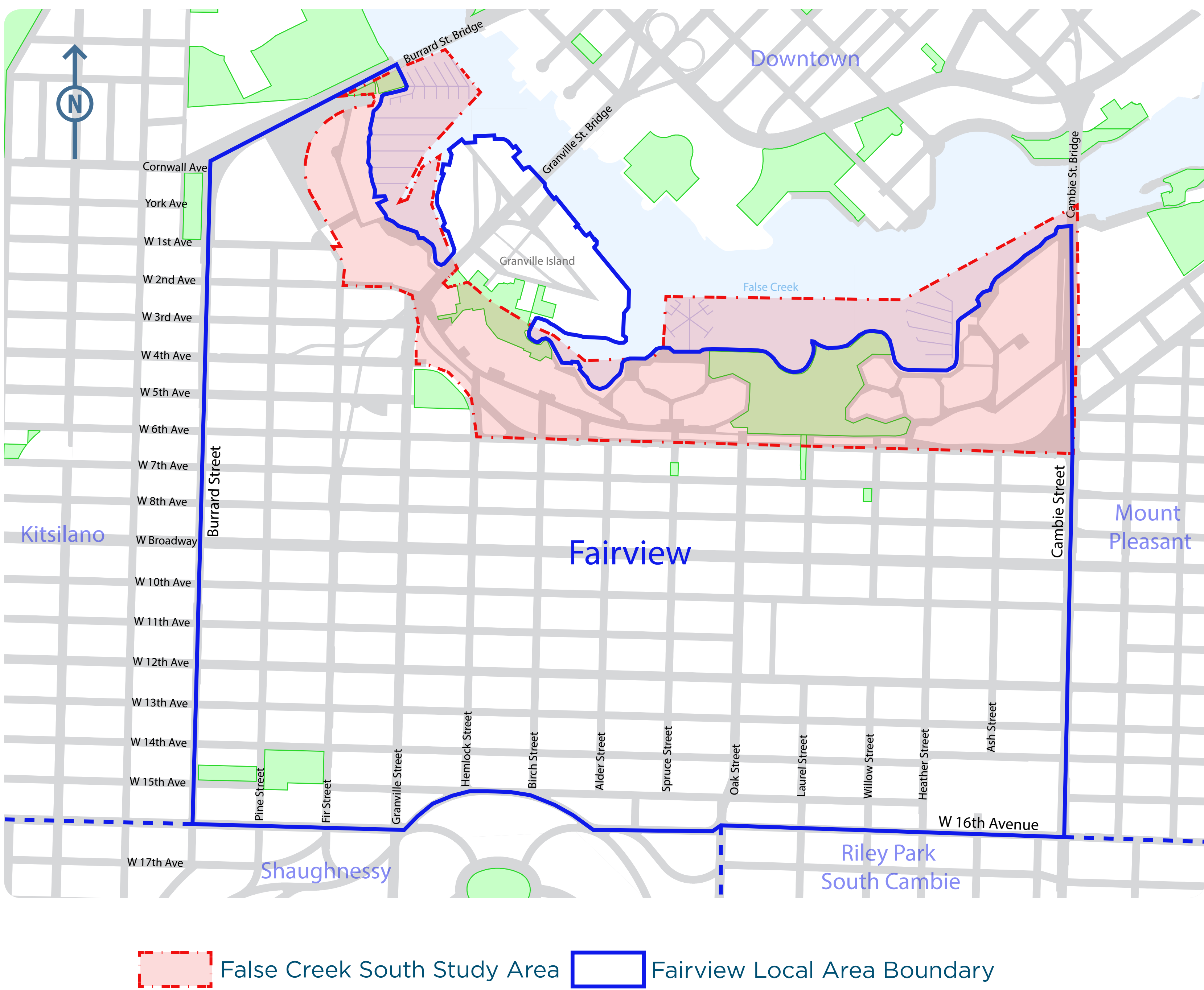
The False Creek South Neighbourhood Association (FCSNA), established to represent the interests of the community, have engaged city staff to discuss their desire for lease renewal and support for a planning process to refresh the neighbourhood vision.

Land Ownership in False Creek South:



FCS Facts

| | |
|-------------|---|
| 55 hectares | The total area of the FCS study area is 55 hectares (136 acres). It excludes Granville Island, which is owned and managed by the federal government, and the land owned by the Squamish First Nations land next to the Burrard Street Bridge. |
| 60% | Approximately 60% of the residential units in FCS are located on land held by the City of Vancouver, through its Property Endowment Fund (PEF) |
| PEF | The Property Endowment Fund is the City of Vancouver’s real estate portfolio that belongs to all taxpayers and is managed for the benefit of future generations. |
| 60 years | The typical term for ground leases on city-owned land. |
| FCCDD | The False Creek South study area is zoned as ‘False Creek Comprehensive Development District’ (FCCDD). A mix of uses are permitted, including residential, commercial, industrial, and marina uses. |



FCS Work Streams

While the focus of today's open house is on the neighbourhood planning process, the City will be active in the FCS neighbourhood in a number of different ways. City Council has approved multiple work streams that will be running in parallel to the neighbourhood planning process:

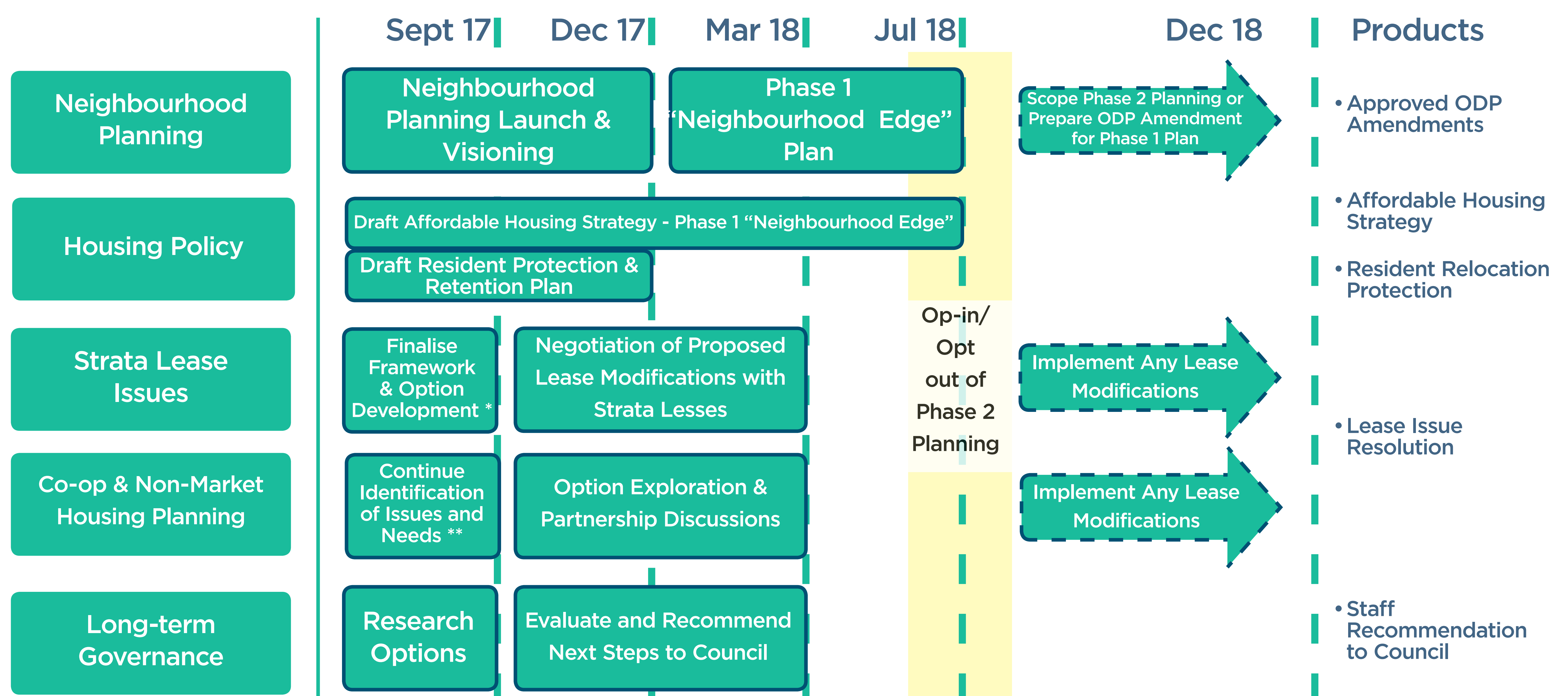
Housing Policy - Explore affordable housing options for all FCS residents on city-owned land so that they might remain in the neighbourhood,

Strata Lease Issues - Develop a framework for negotiating a resolution to issues arising from the approaching end of strata lot leases on city land,

Co-op and Non-market Housing Planning - Explore options for long-term co-op and non-market housing leases on city land, and

Long-term Governance - Review land governance models for city-owned land.

All FCS work streams will include engagement. The workplan below represents an approach and timeline to advancing all workstreams. Timing of the various components may change as the work progresses.



Different city departments are responsible for work streams related to the City's different roles as land use regular, long-term public asset manager, and lease manager. All city departments report to Council with their recommendations.

The City's Multiple Roles



History

The story of False Creek South is one of transformation. Originally marshland rich in biodiversity, False Creek South was part of the territory of the Musqueam, Squamish, and Tsleil’waututh First Nations peoples. With the arrival of the railway in the late 1800s, the False Creek landscape changed dramatically. Heavy industries such as lumber mills, shipyards, factories, and warehouses began to populate the shoreline. Industries declined in the 1960s, as the adverse impacts on both the environment and nearby neighbourhoods were recognized. In 1968, City Council initiated a planning process that would again redefine the False Creek South landscape.



July 31, 1939 - Alberta Lumber Co. on False Creek.
Photo: W.J. Moore.

FCS Timeline

| | |
|------------------|---|
| Pre 1870s | False Creek was part of the territory of the Musqueam, Squamish, and Tsleil’waututh First Nations peoples. The natural geography of the creek provided ideal conditions for foraging, fishing, and settlement. At the western end of the creek was a sandbar (now present-day Granville Island), which the First Nations used to corral and catch fish. On the shoreline close to the sandbar was the village of Snauq. |
| 1889 | Construction of the first Granville Street Bridge was completed, providing a vital connection between the north and south shores of False Creek. |
| 1902 | Rat Portage Lumber Company sawmill goes into operation at the terminus of Fir Street. It was one of the first industries to locate on the rapidly industrialising southern shore of False Creek. |
| 1915 | False Creek is dredged to open out the shipping channel. The removed aggregate is used to infill the existing sandbar, creating a 35 acre “island”, known today as Granville Island. |
| 1960 | A five-alarm fire destroys the B.C. Forest Products’ False Creek Spruce Division, and inflicts extensive damage to Alberta Lumber Co. and Bingham Equipment. The blaze destroyed area the size of four city blocks, causing \$2 million in damages. The mills were never rebuilt. |
| 1974 | The False Creek Official Development Plan (ODP) is adopted by City Council, providing a policy framework for the future development of the False Creek South neighbourhood. |
| 1975 | A stretch of the Seawall is officially opened along the southern shoreline of False Creek. |
| 1976-1989 | The False Creek South neighbourhood is built out in a series of five phases. |
| 1986 | The World Exposition on Transportation and Communication (Expo 86) is held on the north shore of False Creek. |
| 2009 | The Canada Line, including the Olympic Village station, is opened in preparation for the 2010 Winter Olympics. The rapid transit line connects the downtown peninsula to Vancouver International Airport. |
| 2010 | A demonstration streetcar line is commissioned between Granville Island and the Olympic Village skytrain station, as part of the Olympic celebrations. |



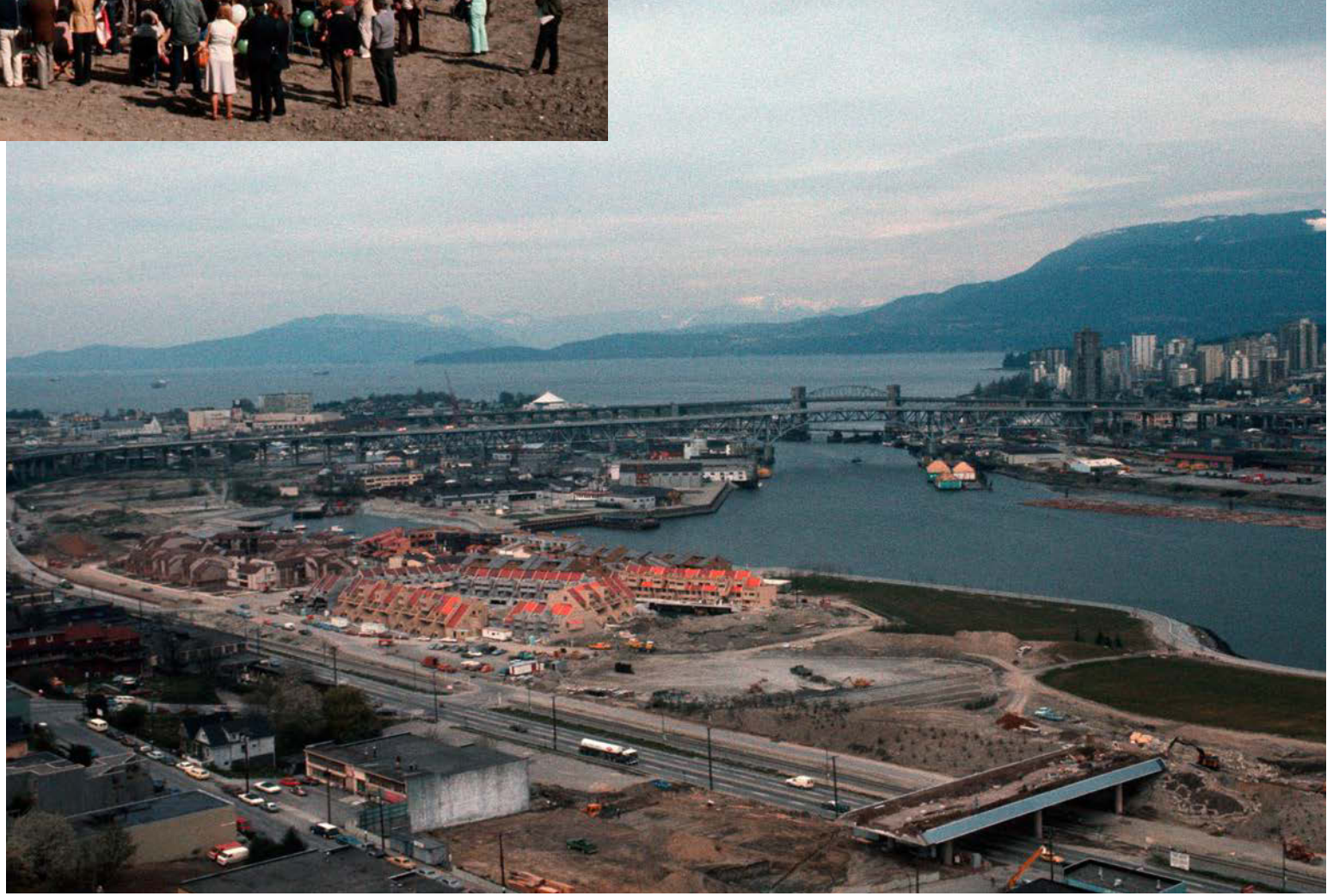
(ABOVE: 1890 - Looking west along False Creek from 7th Ave. and Birch St.. First Granville St. bridge in the background)



(ABOVE: July 6, 1960 - Five alarm fire destroys B.C. Forest Products’ Spruce Division in False Creek South)



(ABOVE: Sept 28, 1975 - Stretch of seawall opens along southern shoreline of False Creek - Alan J. Ingram)



(ABOVE: April 21, 1977 - Phase 1 of False Creek South Revelopment under construction - Alan J. Ingram)

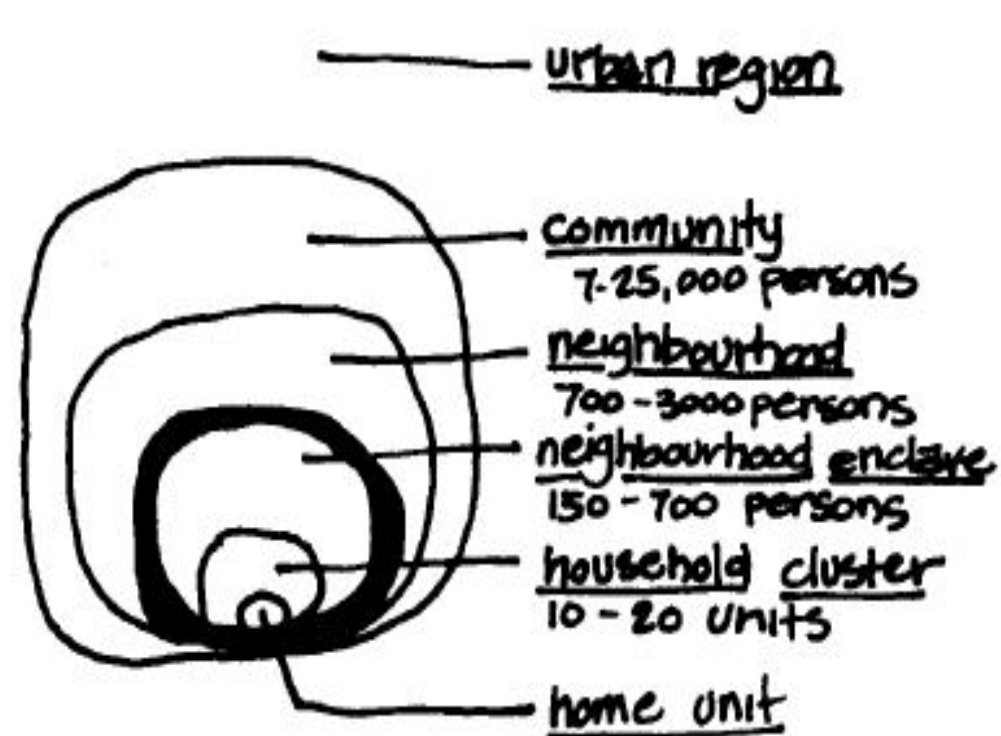
A Bold Experiment

Between the mid-1970s and 1980s the City and private landowners redeveloped the lands to create a highly livable neighbourhood that would attract families back to Vancouver's inner city. FCS was designed to be a compact, self-sufficient, and inclusive of all household types, ages, and income groups. Key urban design principles included enclaves of clustered housing to promote social contact and a hierarchy of open space linked by paths to a large public park. The City required that all its land be leased, none of it sold, so that it would remain a long-term public asset.

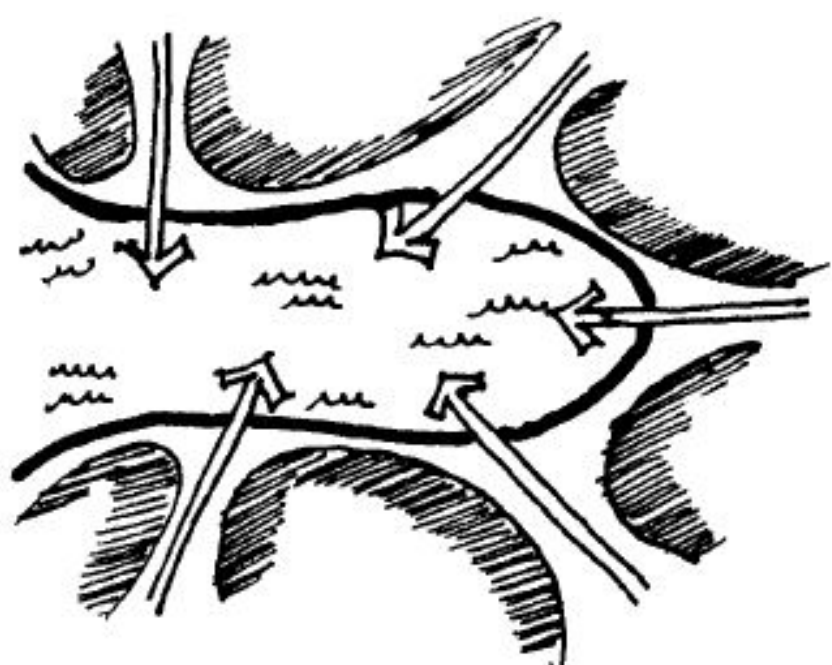


Jan 21, 1979 - First phase of the redevelopment of False Creek South is completed. Phase 2 is under construction, west of Alder Street. Photo: Alan J. Ingram

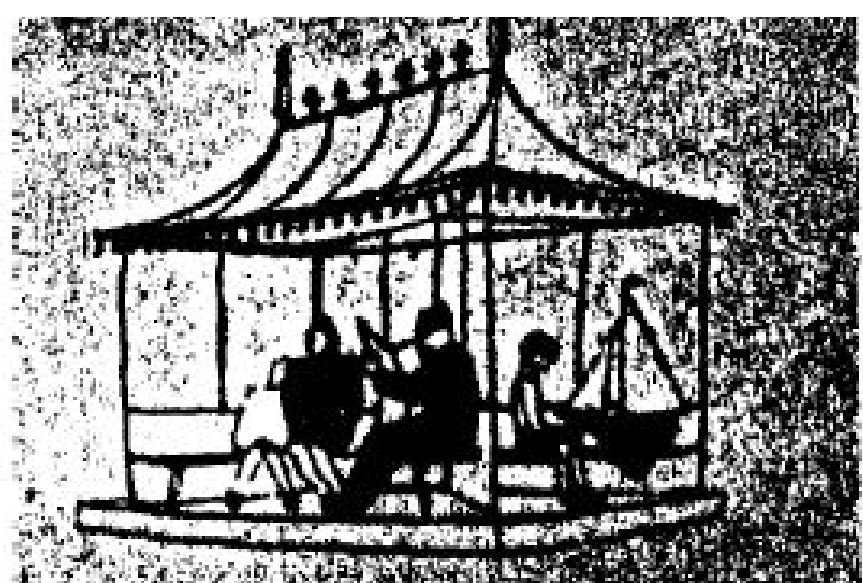
Original FCS Urban Design Principles



Neighbourhood Enclaves: Arrange urban land to form many small enclaves of residential use, separated from one another by swaths of non-residential land (parks, schools, major pedestrian streets, commercial) which form the enclave boundaries. Make the enclaves really small, perhaps no more than 500 feet across.



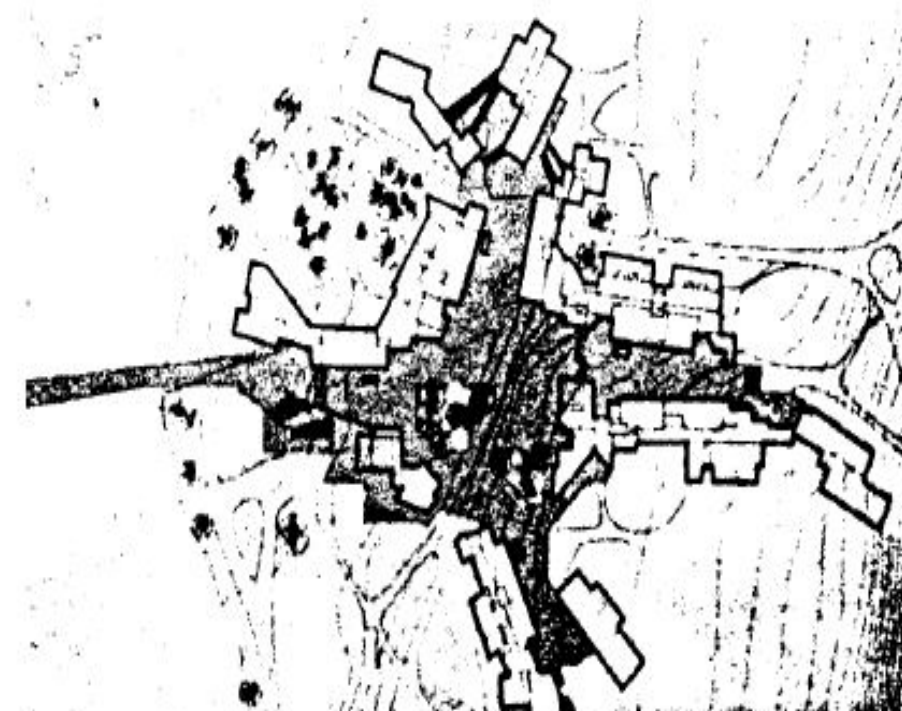
Reference Points: Shape development so that within a few moments of every point, one has a vista of a large natural amenity or some other urban reference point.



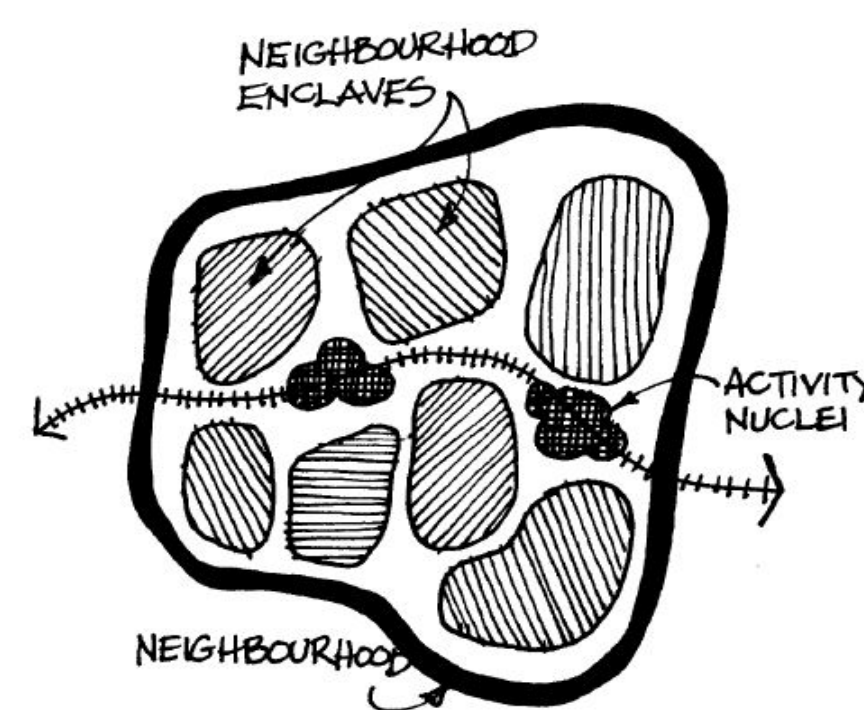
Public Outdoor Rooms: In every neighbourhood enclave, build at least one "multi-purpose outdoor room."

Social Mix Communities: Ensure diversity at the community level by providing for various combinations of household types in adjacent neighbourhood enclaves.

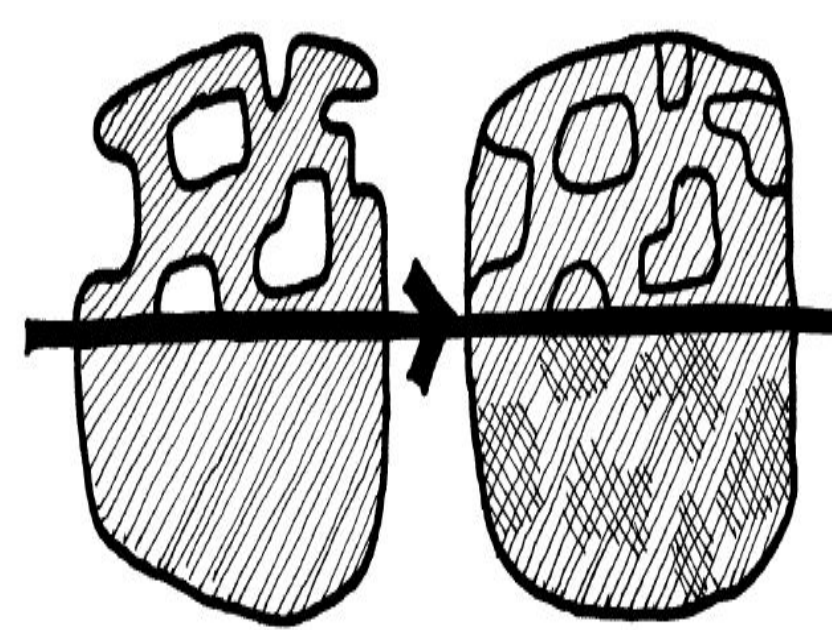
Community Forum: Establish within each community a local forum – place where people can come together.



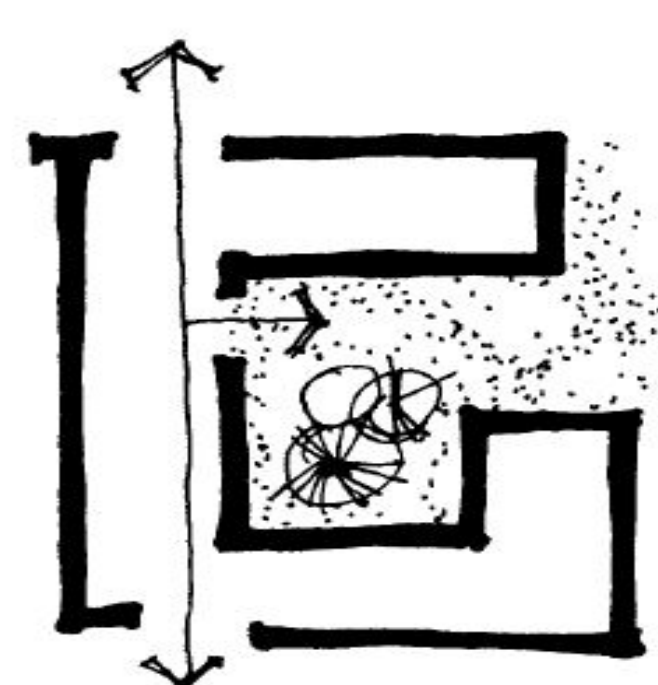
Pedestrian Activity Focus: Create one major central place in each community where people can come together and orient themselves to the activities around. Make major pathways converge at this node and ensure that the highest and most public concentration of activities occurs here.



Intercommunity Public Transit: Existing rail right-of-way should be considered for an appropriate transit system.



Adaptable Communities: Ensure that newly developed communities can adjust and change from within, as future needs are manifested. If unbuilt spaces or areas of relatively low density are maintained in the first development stages, subsequent change will be facilitated.



Usable Courtyards: Shape some of the courtyards, patios and open spaces in each neighbourhood so that they are easily accessible, not totally enclosed but within an interesting view out and so that there are parts within it that cannot be overlooked.



Neighbourhood Profile

The FCS study area has a population of approximately 5,400 people (2011). With development of housing in the area, population rose rapidly until 1991 and since 2001 has decreased slightly.

A unique objective in the redevelopment of FCS was to create a socially mixed community. To achieve this, the False Creek Official Development Plan (ODP) set out targets for household mix, and that stated that the age and income mix should reflect that of the Metro Vancouver area.

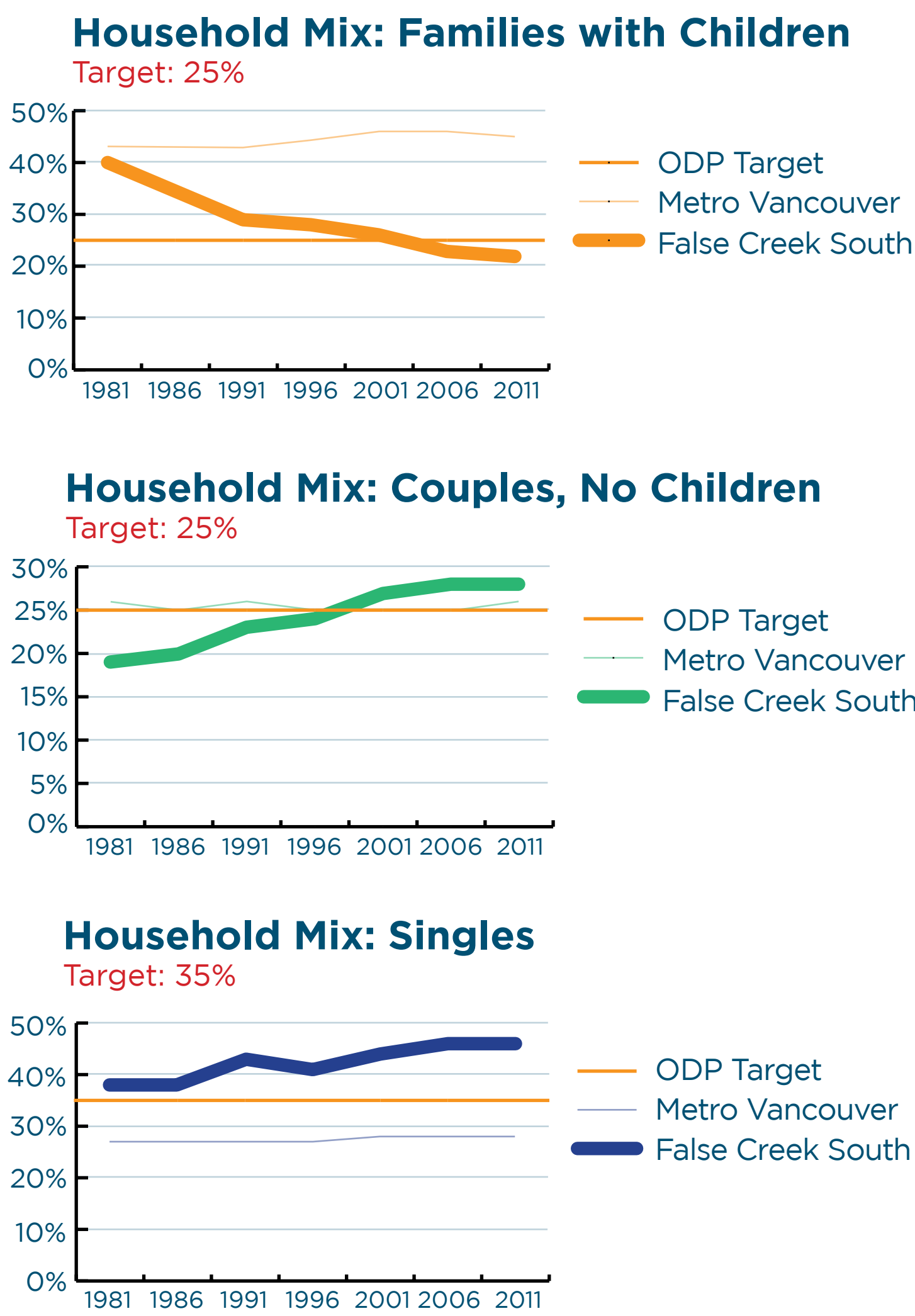
The charts below show that while there is a range of household types, ages, and incomes represented in FCS today, the mix has changed since the community’s inception. The population is becoming older and has a declining number of families with children. FCS has maintained a similar household income distribution profile to that of Metro Vancouver.

Household Mix

At its inception, FCS demonstrated a great success in attracting families with children. Families occupied 40% of all households greatly exceeding the ODP target of 25%. In 2011, families with children had declined to 22% of the areas households.

Couples with no children have been growing steadily in FCS, rising from 19% of households in 1981 to 28% in 2006, where it has remained stable into 2011.

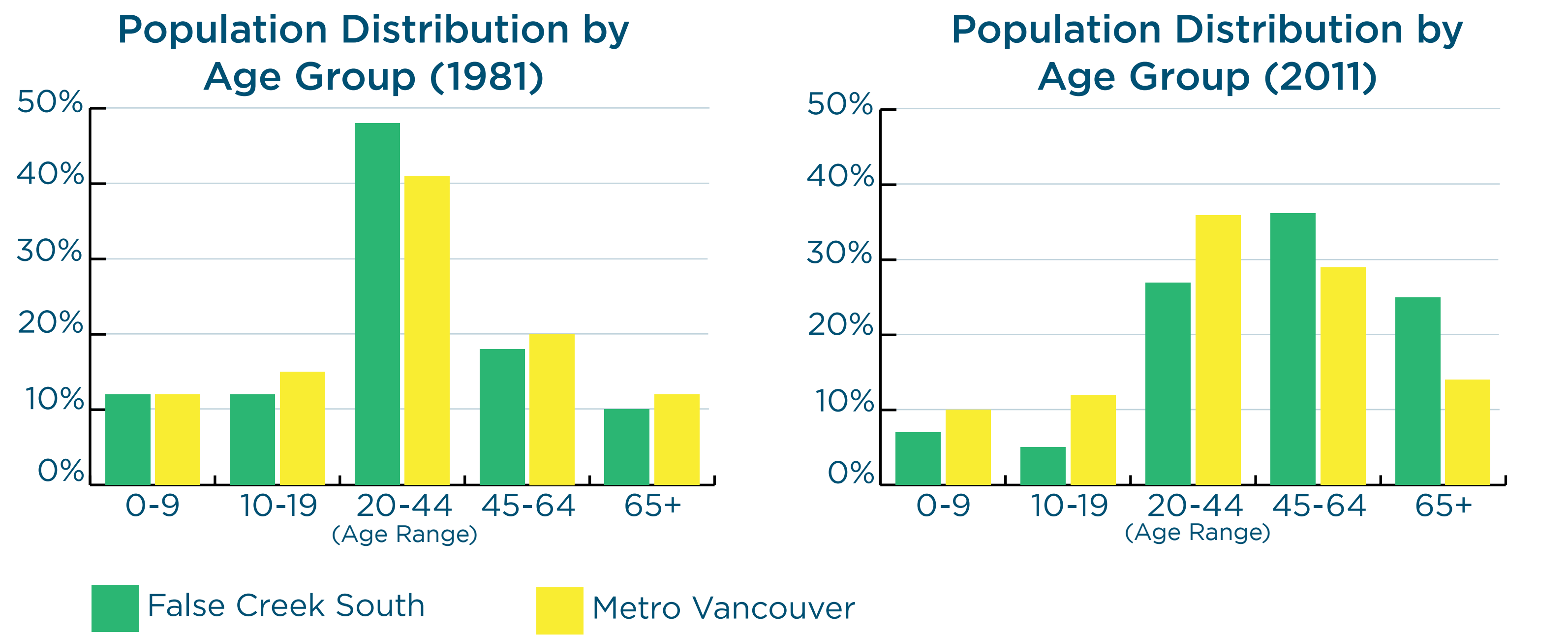
Singles made up 38% of all households in 1981. Since then, the proportion of singles in FCS has climbed to 46% of households in 2006 and has remained stable into 2011, which is 11% above the target.



Age Profile

In 1981, 28% of FCS’s population was 45 years old or over. By 2011 this proportion grew to 61%. Metro Vancouver also experienced an increase in this age group (32% to 43%). In 2011, the largest age group in FCS was the 45 to 64 year olds (36%), whereas in Metro Vancouver it was 20 to 44 year olds (36%), whereas in Metro Vancouver it was 20 to 44 year olds.

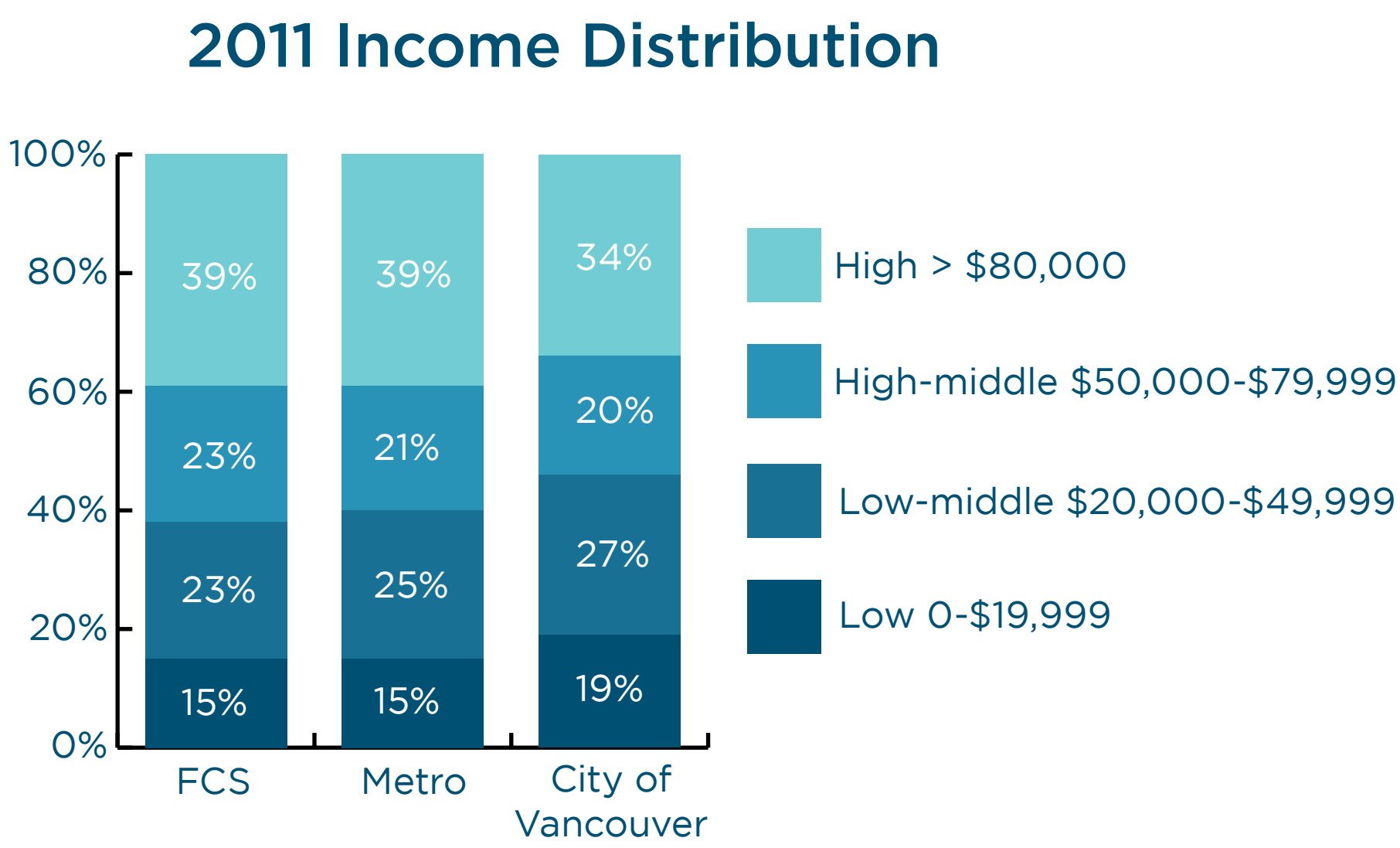
In 2011 the median age of residents was **52 years old**. This was significantly higher than the city-wide average of 40.



Income Profile

In 2011, FCS maintained a similar household income distribution profile to Metro Vancouver.

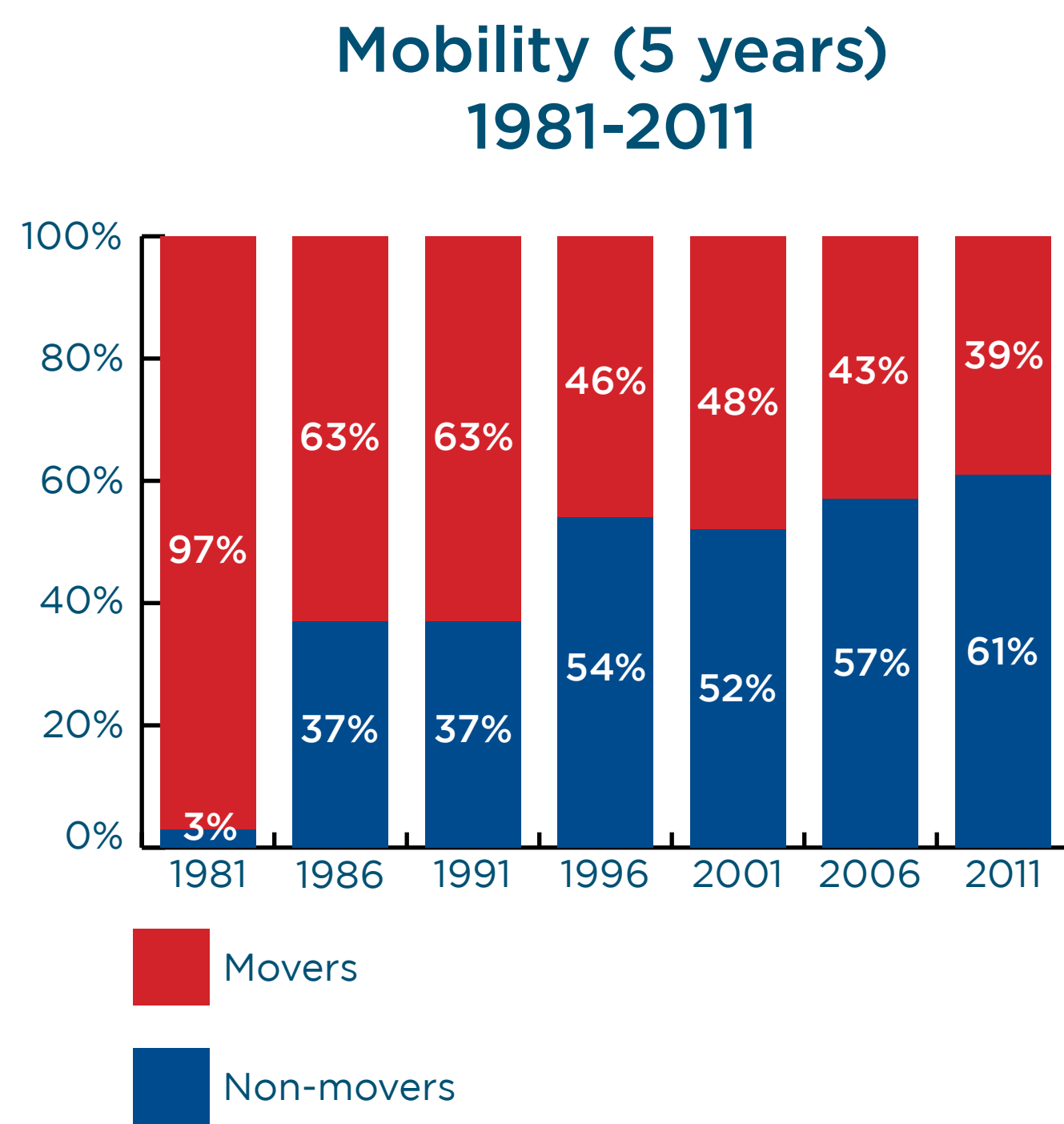
The median income in FCS was **\$62,764** (2011), slightly lower than the Metro Vancouver figure at **\$63,347** but higher than the city of Vancouver at **\$50,116**.



Mobility Profile

In 1996, 45% of the population in FCS had been at the same address five years prior. By 2011, this proportion increased to 61% of the population. The increase in the proportion of non-movers indicates more people are staying at their address.

The high proportion of movers between 1981 and 1991 can be attributed to the new construction that occurred in the neighbourhood prior to 1989.



Based on census data from 1981-2011 (Statistics Canada)

Housing

FCS contains a mix of market and non-market housing and a diversity of tenures. It has a significant stock of affordable housing – much of it located on city-owned land.

The majority of the housing stock was built between 1975 and 1989, and little new housing has been added to the area since the late 1980s.



The City is currently resetting its Housing & Homelessness Strategy to address the current housing crisis, persistent homelessness, and create workable options for the lower-income/younger renters, families with children, and other households. The draft directions call for City and partner action to:

- ensure supply to meet local needs and incomes;
- provide more city land to increase social housing delivery;
- increase affordable rental and market housing around transit and arterials, and
- preserve and improve the City's existing apartment rental stock and protect the tenants who live there.

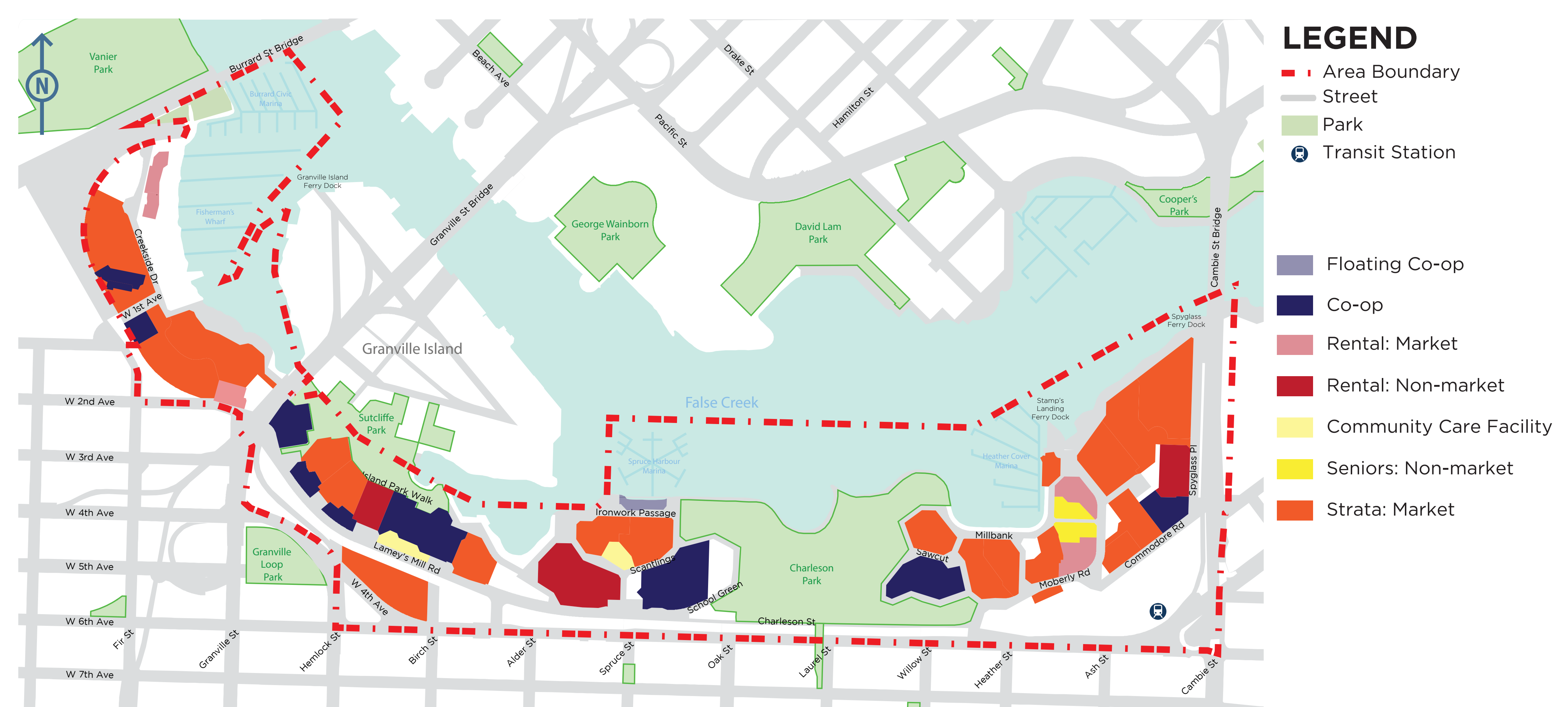
Challenges and Opportunities

- Residents and housing operators on city-owned land seek clarity on lease renewal, building reinvestment and/or redevelopment options. Resident feelings of insecurity are exacerbated by low vacancy rates and escalating housing costs in Vancouver.
- A decline in families and an aging population highlights the need for new, accessible housing opportunities for seniors to support aging in place and to enable a new generation to live in this family-friendly neighbourhood.
- Identify opportunities to increase the supply and diversity of housing to address concerns about affordability.

FCS Facts

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| 2,900 | The total number of market and non-market housing units in FCS. |
| 36% | of the total residential stock in FCS is made up of affordable housing units, which is significantly higher compared to the city of Vancouver's percentage of affordable housing stock (10%). |
| 4% | FCS affordable housing stock makes up 4% of the city's total affordable housing inventory. |
| 70% | of the housing stock in FCS is considered family-friendly units (2 bedrooms or more) compared to 59% city-wide. 60% are 2 bedroom units and 10% are 3 bedrooms or more. |

Housing Tenure in FCS:



Resident Protection

The City recognizes the vibrancy and success of False Creek South and the uncertainty and concern lease end issues create for residents on city-owned land.

As an early action, the planning program will develop a resident protection and retention plan. It will build on the City's existing supports and protections for market renters and develop new policy options and tools to fill gaps for other tenures on city-owned land. To address the breadth of possible long-term futures in FCS, the plan will be designed to address scenarios that include relocation due to building renovation or redevelopment, as well as displacement due to the potential cost of new leases.



Resident Protection and Retention Plan

The retention plan aims to decrease uncertainty for all involved and support resident participation in: visioning the future of FCS, detailed planning for the neighbourhood edge, and possible expansion of the planning program in Phase 2. The retention plan will:

- Prioritize resident choice and security by identifying relocation housing options both within and outside the neighbourhood, and that are affordable to residents;
- Explore appropriate rehousing options and supports, informed by level of housing need, vulnerability and existing tenure;
- Balance the long-term need for growth and renewal of housing stock in FCS, while protecting existing residents and communities from displacement and
- Provide guidance to other work streams and emerging plans on how to support resident and community retention across city roles (e.g. phased redevelopment).

Key Questions

- What principles are needed in the high-level vision for FCS to support retention of residents and affordable housing in FCS?
- What policies are needed to protect existing residents? Are there unique needs for different tenure groups?
- How can the retention plan support the most vulnerable residents in FCS?
- How can a housing strategy for the “neighbourhood edge” in Phase 1, create affordable housing options that can support resident retention and protection (e.g. accessible, seniors housing)?

Retention Plan Development Timeline

May 2017

- Direction from Council to develop a resident protection and retention plan for FCS residents on city-owned land.

WE ARE HERE

Summer 2017

- Undertake a housing needs assessment with existing residents – current and future housing needs.
- Tenure based workshops with FCS residents and members (including co-op, non-market, rental and strata leaseholders) to explore principles and policy options.
- Discussions with other stakeholders: housing operators on city-owned land, REFM/land owner, city-wide co-op and non-market partners, etc.
- Internal policy, legal and financial review.

Fall 2017

- Draft options and plan circulated for discussion, review and revisions with neighbourhood residents, as well as community and city-wide interests.

Late 2017/Early 2018

- Draft FCS Resident Protection & Retention Plan reported to Council.

Transportation

FCS has a distinctive transportation landscape. The neighbourhood is bounded by False Creek to the north and the former rail corridor and a busy arterial road to the south. The neighbourhood itself is walkable and bikeable and close to amenities. It is also destination rich, with an elementary school, major parks, the Seawall, Granville Island, a community centre, and local-serving commercial uses.



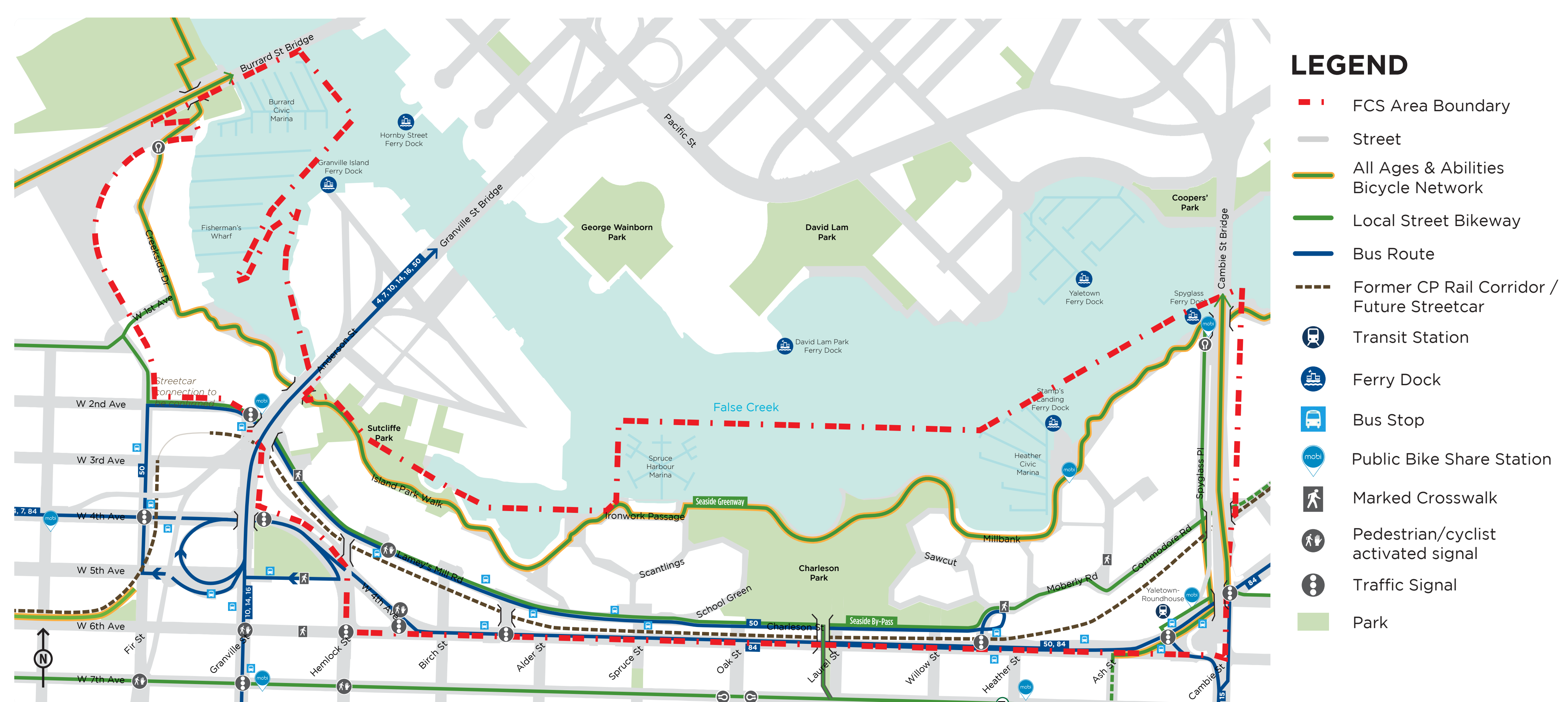
FCS Facts

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| 50% | of FCS's land area is within a 10 minute walk from Olympic Village station, however access is limited due to lack of direct and wheelchair accessible routes. |
| 52% | of residents either walk, bike, or take transit to work (compared to the city at 47%) (Statistics Canada, 2011). |
| 3 km | of seawall runs through FCS serving local walking and cycling, and also attracting people from across the city and region. |
| 30,000-39,000/ Daily | The average daily traffic (ADT) along 6th Ave is 30,000-39,000, including transit, goods movement, and general traffic. |
| 4 | North-South streets connect vehicles directly to the FCS neighbourhood, of the 11 north-south streets on the edge of the community. |
| 1 | There is one pedestrian and cyclist "land" bridge at Laurel Street, that connects Fairview Slopes with the FCS spanning West 6th Ave. |
| 4 | Public bike share stations in FCS, which provides relatively low coverage in comparison with the rest of the system |

Transportation 2040 is the city's long-term strategic vision that guides transportation and public investments. Key policy directions include managing growth by:

- increasing trips by foot, bike, and transit;
- managing traffic to improve safety and neighbourhood livability; and
- effectively managing parking comprehensively.

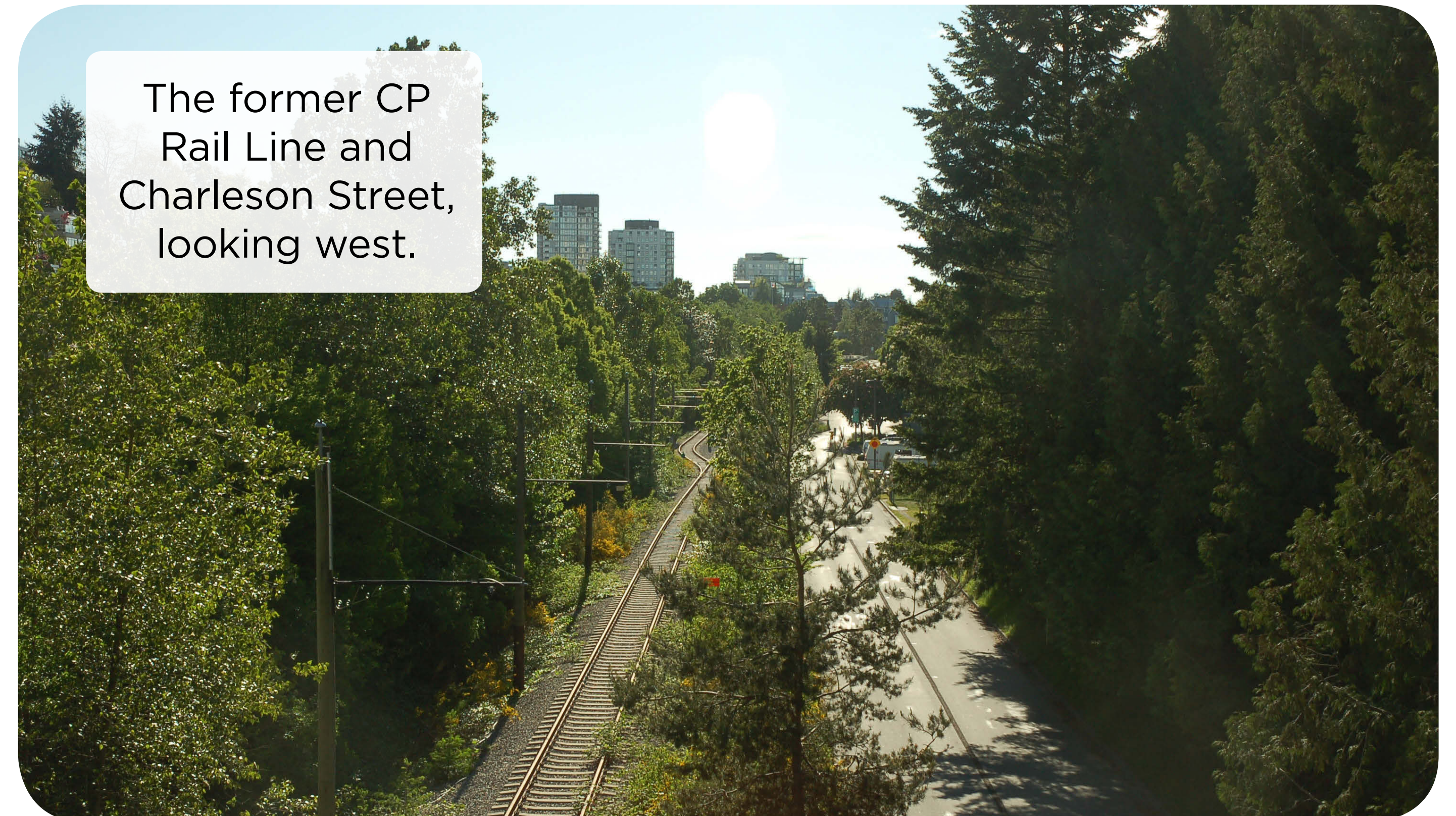
Transportation Network in FCS:



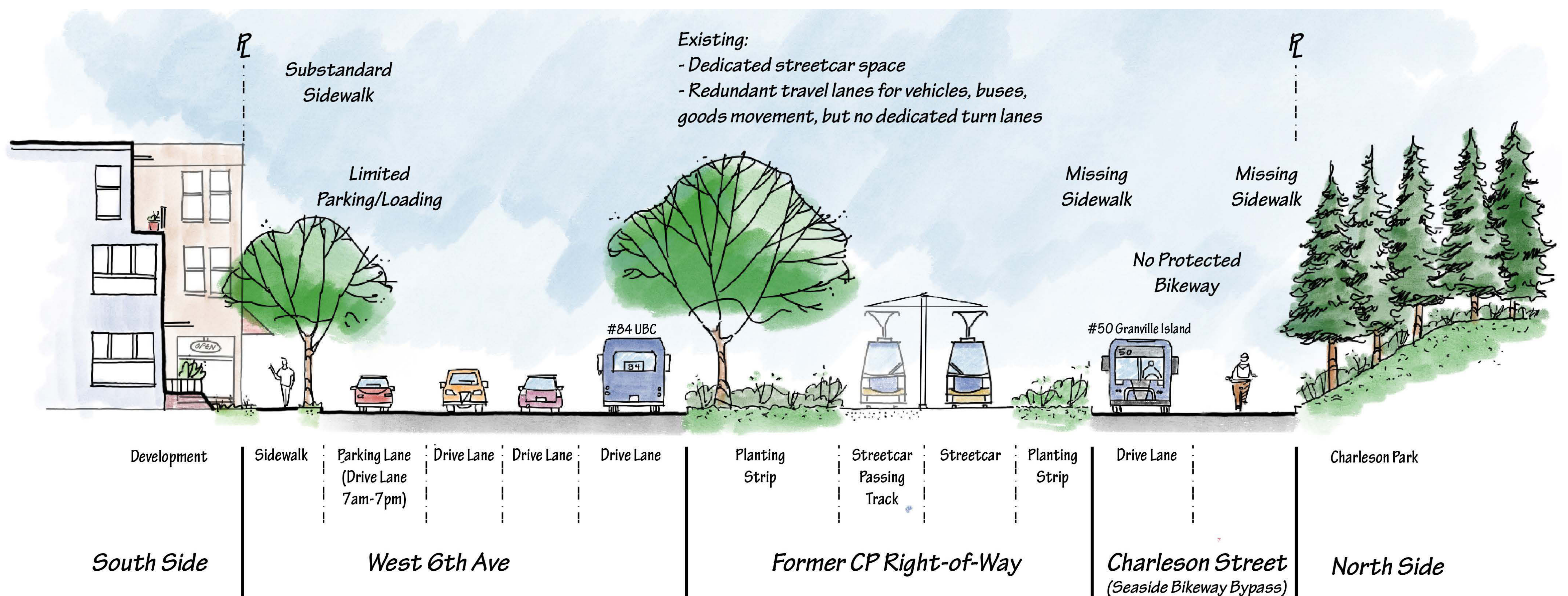
Challenges and Opportunities - Transit

- Connections to Olympic Village (Canada Line) station are not direct and/or fully accessible.
- A future streetcar is envisioned for the West 6th Avenue corridor (currently on the former CP rail right-of-way) which could enhance transit access to and from the neighbourhood.
- Future Broadway SkyTrain rapid transit station locations are contemplated at Cambie, Oak, and Granville Street locations.

Connectivity



West 6th Avenue Cross-Section (Existing)



Challenges and Opportunities

Walking and Cycling Connectivity

- High traffic volumes and limited crossing opportunities on West 6th Avenue create challenges for walking and getting around in a safe and enjoyable manner, especially for seniors, individuals with mobility challenges, parents with infants and strollers, children, etc.
- The Seaside Bikeway Bypass (Charleson/Lamey's Mill Rd) lacks dedicated cycling infrastructure.
- West 6th Ave, Charleson and Lamey's Mill Roads all have substandard sidewalks and public realm.

Key Questions

- How can we improve connectivity to the many destinations within FCS from surrounding areas?
- How can the streets on the neighbourhood's edge be made more comfortable and safer for people walking and cycling, while recognizing the need to support transit, goods and private vehicle movement?
- How can we improve access to the existing transit station (Olympic Village Station), plan for a future streetcar, and consider access to the future Broadway transit corridor?
- How do we balance the needs for neighbourhood parking with new land use opportunities?

Neighbourhood Character

FCS is well-known for its distinctive urban design pattern of buildings and open space. The original vision created neighbourhood enclaves, with residential uses separated from one another by swaths of non-residential land (parks, school, major pedestrian streets, commercial) that also provide a high-level of amenity for the resident population.

There are mainly low-rise and mid-rise buildings in the area, with higher buildings generally on the neighbourhood edge. There are no designated heritage sites in FCS.



FCS Facts

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|---------------------------|--|
| 9 hectares | of park and open space are located within FCS. The two main parks are Charleson Park and Sutcliffe Park. |
| 100% | of residents live within a 5 minute walk of green space. |
| 37m | The tallest building in the neighbourhood is 37 metres or 15 storeys (Central 1 Credit Union). |
| 290 | Individual businesses are located in the FCS study area. These businesses provide ~1,800 jobs (excluding Granville Island). |
| 266 | Students are currently enrolled at False Creek Elementary School. A high proportion (256) live within the catchment area, which includes Fairview Slopes south of West 6th Avenue. The official capacity of the school is 240. |
| Leg-in-boot Square | is a public plaza located in the east of the neighbourhood. The name commemorates the finding, in July 1887, of a leg in a boot in "that very terrible neighbourhood". Nobody came to claim the leg even though it was hung from a pole at the police station for 2 weeks. |
| Sawcut | and a number of other FCS street names, including Scantlings, Forge Walk, Millyard, The Castings, and Ironworks Passage, hark back to the areas recent industrial past. |

Community Amenities in FCS:



Key Questions

- How can we balance concerns around neighbourhood character with opportunities for neighbourhood growth?
- What public amenities (if any) are required to support new land uses on the neighbourhood edge?
- How can local-serving commercial uses be better supported in FCS?
- How can FCS's public realm be improved, especially on the neighbourhood edge?



Neighbourhood Edge

Based on preliminary staff research and discussion with neighbourhood stakeholders, an initial focus area for planning study has been defined.

Phase 1 will define FCS planning principles and a detailed plan for the “neighbourhood edge,” which is in greatest need of planning attention. The plan will include directions for land use, density, built form, transportation and public realm design, affordable housing and sustainability.



Next Steps

As the planning process gets underway, there will be many ways for you to get involved.

Watch out for walking tours, on-line feedback opportunities, workshops and more.

Planning Process Timeline



Coming Soon

A False Creek South Planning Advisory Group will be established. Its role will be to:

- Advise on engagement
- Advise City staff through reviewing planning products at key points
- Reflect diverse perspectives

Staff will prepare a public call for nominations and will report back to Council with recommendations in Fall 2017.

Check vancouver.ca/FCSPlan for upcoming information.

Get Involved!

- ✓ Go to our website
- ✓ Sign-up for our mailing list
- ✓ Fill out a feedback form
- ✓ Follow us on Twitter #FCSPlan
- ✓ Apply for the False Creek South Planning Advisory Group