

A Great Streets workshop for Northeast False Creek

Thursday, September 29, 2016



Thank you!

Thank you for taking the time to provide your input to help shape the future street network in Northeast False Creek!

Your input has helped refine the guiding principles for the Northeast False Creek (NEFC) street network and will help us further refine the street design for Georgia Street, the new Pacific Boulevard and Main Street.

This summary document is intended to capture what was heard at the workshop and provide an additional opportunity for input for those who could not make it to the workshop. We ask that you please provide any additional input by Friday, October 28, 2016.

In addition to this workshop, we will be checking in with you over the next 12 months as the street network design is refined and finalized.

Our next step is to refine our designs and continue our outreach by checking in with the various Council Appointed Advisory Groups, the NEFC Stewardship Group and Park Design Advisory Group, various stakeholders through thematic workshops, design studios, as well as take our Emerging Directions for the street design to the public later this year.



Principles for Street Design in NEFC

The NEFC street network will form the foundation of Northeast False Creek. This network will stitch together the great places and spaces that will ultimately define the area.

The streets themselves will better connect the Downtown, and historic neighbourhoods of Chinatown, Downtown Eastside, Strathcona, to the False Creek waterfront.

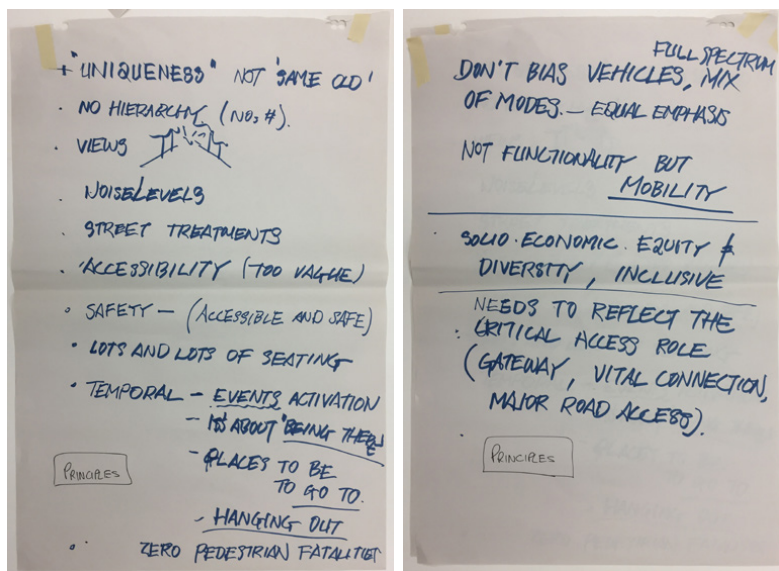
At October's workshop, staff presented seven guiding principles to be applied to street designs prepared through the Northeast False Creek Area Plan process. You provided input on these principles, and a revised set of eight

principles have been created (listed on the following page).

In summary, the feedback we received let us know that the principles were close to capturing what is desired of the street network, however that key themes of accessibility, uniqueness, quality and safety could be strengthened throughout.

The revised set of principles incorporates the feedback from the workshop, and includes an additional principle for safety and inclusiveness.

Summary of What We Heard



Feedback on the Draft Principles presented at the workshop

Seven Guiding Principles NEFC Street Design

1. Character

Public and private space design should reinforce the distinct character and in some cases, the history of each street with interesting and active 'edges', quality materials, landscaping and street trees, lighting, and art. Streets should foster life-enhancing opportunities.

2. Experience and Place-making

Street design should reflect the day-time and night-time uses that line the edges and help to create a sense of place amongst a series of interconnected spaces. Important and memorable views will be protected and enhanced through the design and use of the street, and where possible, help emphasize special places (e.g. protecting the Georgia Street End View to Science World).

3. Permeability/Connectivity

Streets should be designed to provide clear, legible and identifiable connections between neighbourhoods, parks, and the waterfront. Development adjacent to streets should also include well designed frontages that enhance pedestrian access and visual interest.

4. Environmental Sustainability

Streets should incorporate large, healthy trees that also help define the character and experience of the street (e.g. Pacific Boulevard should have grand unifying street tree that will in time, form a green canopy, contribute to a 'great street' experience). Streets should also incorporate sustainable design elements such as green stormwater infrastructure and intelligent lighting systems.

5. Street Adaptability and Resiliency

Streets should be designed to accommodate future changes to infrastructure, transportation options (e.g. future streetcar), and rising sea levels.

6. Street Functionality (Movement of People/Goods)

Streets should be accessible and balance a mix of movement and gathering, while providing opportunities for comfortable and enjoyable options to get around. The replacement street network will also support the essential movement of goods in to, from, and through the downtown, including for major events at both ends.

7. Integrated Utilities

Utilities will be located underground along the future street alignment. Where utilities are on or above the ground (kiosks, manholes, poles, etc.) they will be designed to integrate into the street design elements.

Northeast False Creek Area Plan



Draft Principles presented at the workshop



Revised Principles for Street Design in NEFC

Accessibility

Streets will be accessible for people of all ages and abilities. Each street will balance a mix of movement and gathering, providing opportunities for safe, comfortable and enjoyable options to rest, celebrate and get around. The replacement street network will also support the essential movement of goods in to, from, and through the downtown, including for major events at both stadiums, recognizing that this area provides one of the critical connections to and from downtown.

Adaptability and Resiliency

Streets will be designed to accommodate future changes to infrastructure, transportation options (e.g. future streetcar), and rising sea levels.

Character

Public and private space design will reinforce the unique character and in some cases, the history of each street with interesting and unique active 'edges', quality materials, landscaping and street trees, lighting, and art. Streets should foster life enhancing opportunities.

Environmental Sustainability

Streets will incorporate large, healthy trees that help define the character and experience of the street (e.g. Pacific Boulevard should have grand unifying street tree that will in time, form a green canopy and contribute to a 'great street' experience). Streets will also incorporate sustainable design elements such as green storm-water infrastructure and intelligent lighting systems.

Experience and Place-making

Street design will accommodate the day-time and night-time uses that line the street edges and help to create a sense of place amongst a series of interconnected spaces. Streets should be designed to allow for temporal event activation and pop-up destinations. Important and memorable views will be protected and enhanced through the design and axis of the street, and where possible, help emphasize special places (e.g. protecting the Georgia Street End View to Science World).

Integrated Utilities

Utilities will be located underneath the future street alignment. Where utilities are on or above the ground (kiosks, manholes, poles, etc.) they will be designed to integrate into the street design elements and limit impacts on key views.

Permeability/Connectivity

Streets will be designed to provide clear, legible and identifiable connections between neighbourhoods, parks, and the waterfront. Development adjacent to streets should also include well designed frontages that enhance pedestrian access and visual interest.

Safe and Inclusive Streets for Everyone

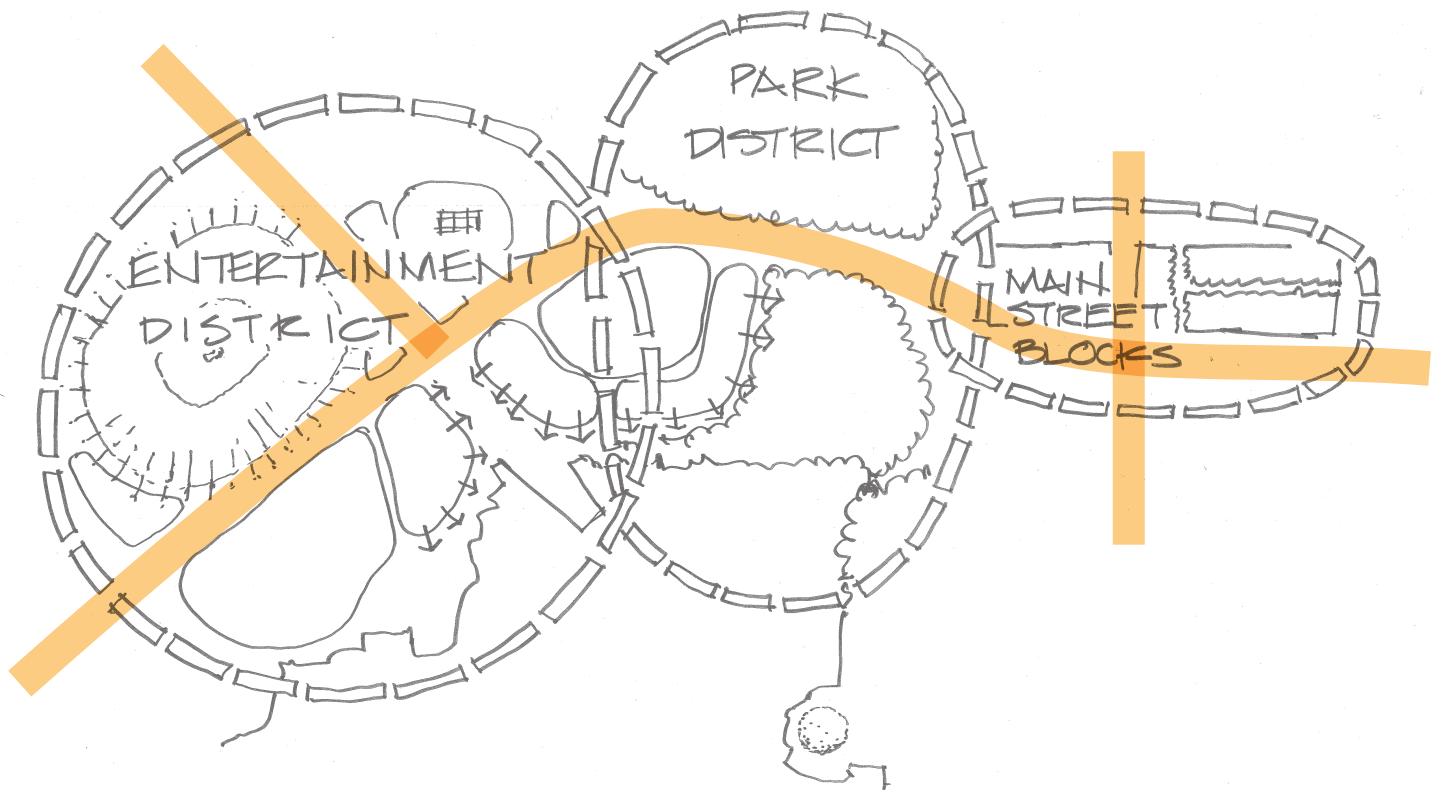
Street design will promote safety and inclusiveness for all people within or moving through Northeast False Creek over the 24-hour day.



Great Streets

At the workshop we discussed the three major streets within Northeast False Creek in detail: Georgia Street, Pacific Boulevard and Main Street.

These streets will tie the places and spaces together and create the foundation for Northeast False Creek.



Georgia Street Extension

The extension of the ceremonial Georgia Street, will connect the downtown to the waterfront.

This extension will complete the notion of connecting 'water to water', that is Lost Lagoon in Stanley Park, connecting to False Creek at Science World.

Pacific Boulevard

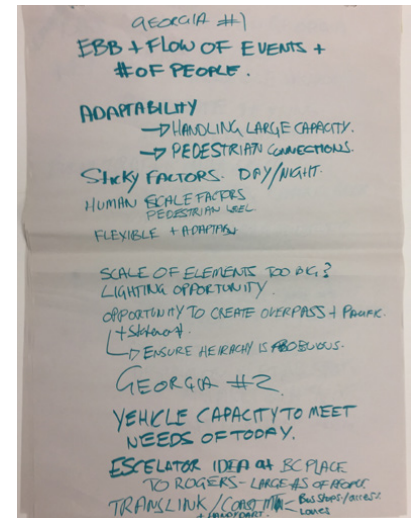
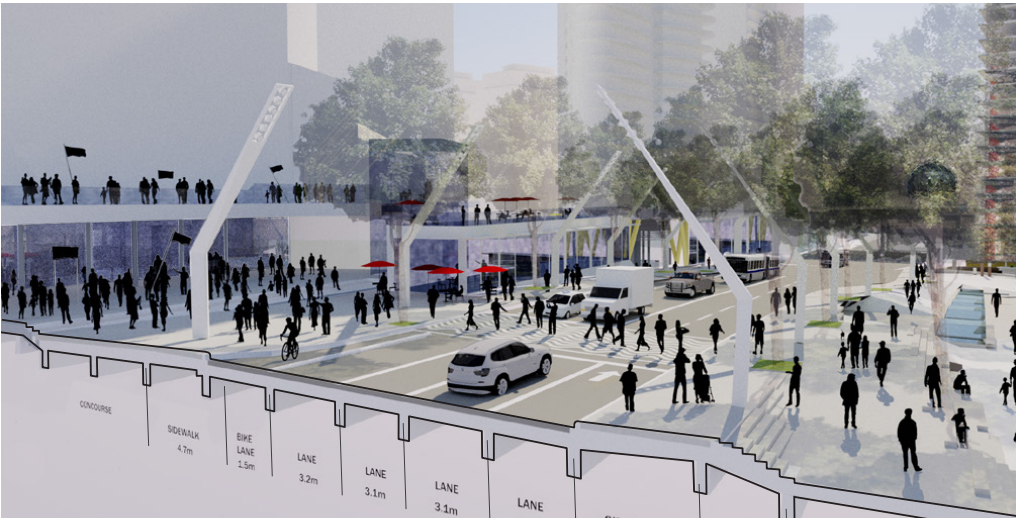
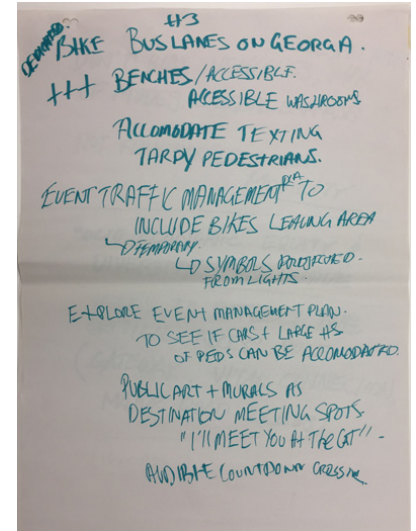
Extending east from the existing False Creek North, the new Pacific Boulevard will serve as the 'backbone' of Northeast False Creek.

This 'Great Street' will connect the historic neighbourhood of Yaletown to Main Street, whilst serving as the replacement to the viaducts, adding connections at ground level to and from new and existing development.

Main Street

Today, Main Street is fragmented due to the viaducts. The replacement of these structures creates an opportunity to reconnect Chinatown with the contemporary development to the south, providing a stronger connection between Chinatown, the Downtown Eastside and Strathcona and the waterfront.

Georgia Street

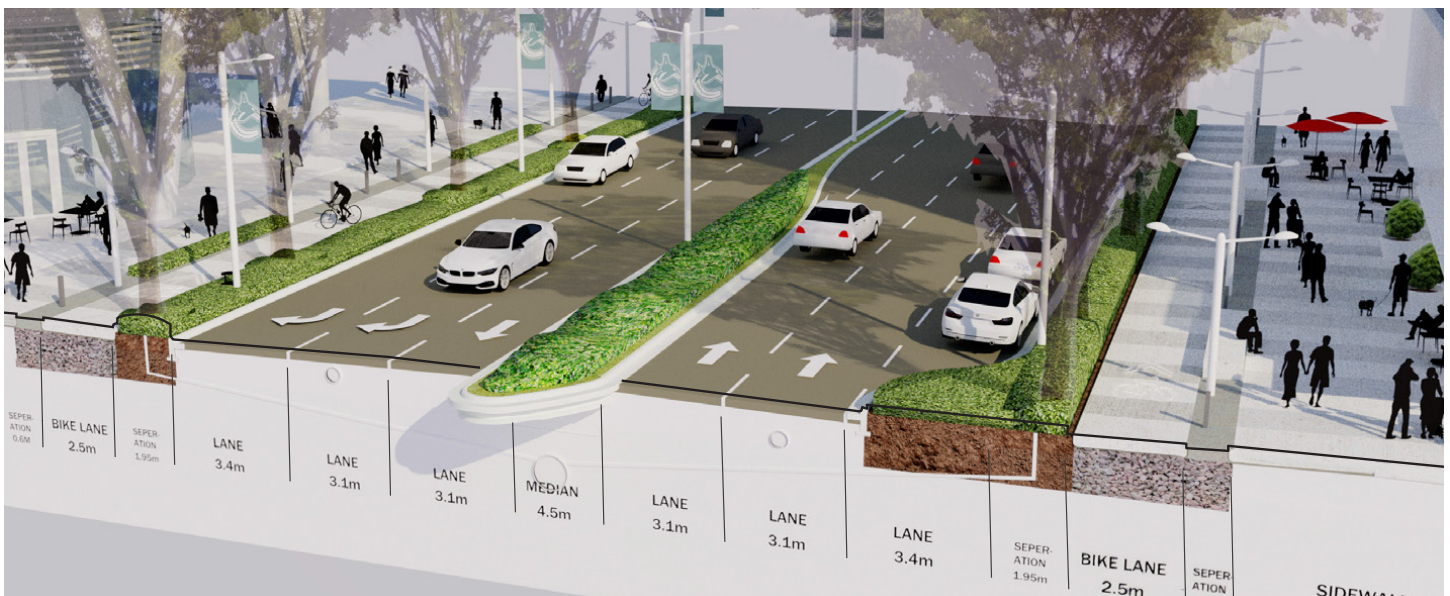


What We Heard

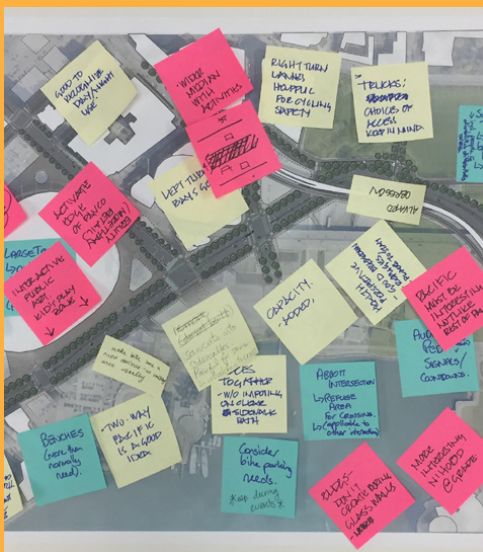


- Street design should accommodate the varying range of crowd sizes at events during all times of the day and night.
- Georgia Street should include accessible and identifiable 'sticky factors' that create a destination, rather than just a thoroughfare.
- Human scale street design should be incorporated throughout, including accessible street elements and furnishings.
- Clearly defined and large capacity pedestrian connections are key to this street's success. The transportation hierarchy should be clear.
- The street must meet the vehicle capacity needs of today. Innovative event traffic management plans should be explored.

Pacific Boulevard

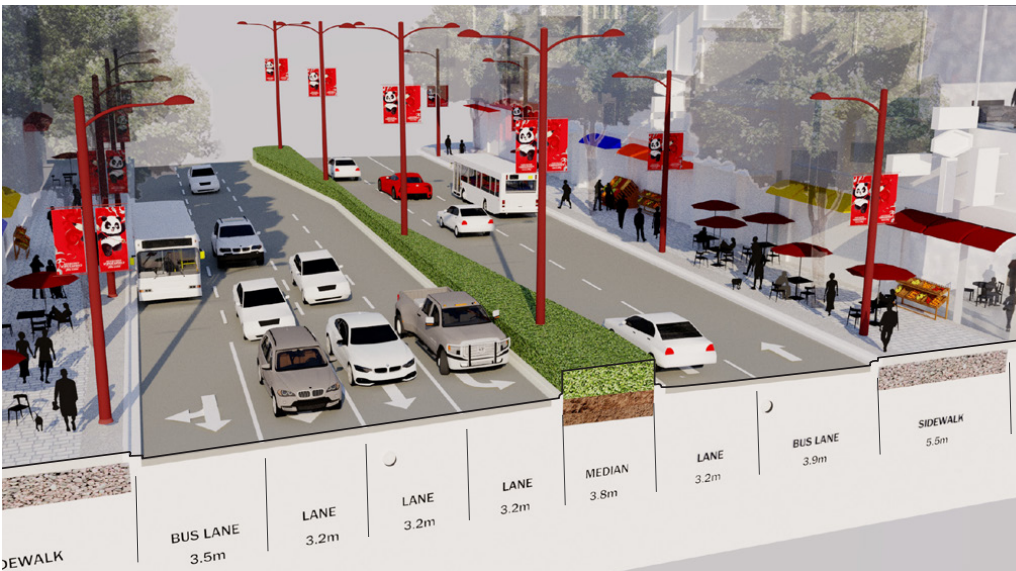


What We Heard



- New Pacific Boulevard should be a more interesting experience than existing sections to the west. Equity is important; family friendly activity and play, public seating areas, not just retail. Changing day and night time experience.
- BC Place should contribute to Pacific Boulevard with more interactive uses and engaging frontage. Two way in this section is a good idea.
- Consideration could be given to designing medians to provide clear refuge for pedestrian crossings, and possibly making wider with activities.
- Ensure surface/physical and other treatments make mode delineation clear for all abilities.
- Balance truck and goods movement with safety, accessibility and enjoyment for all users (e.g. walking, cycling and skateboarding).

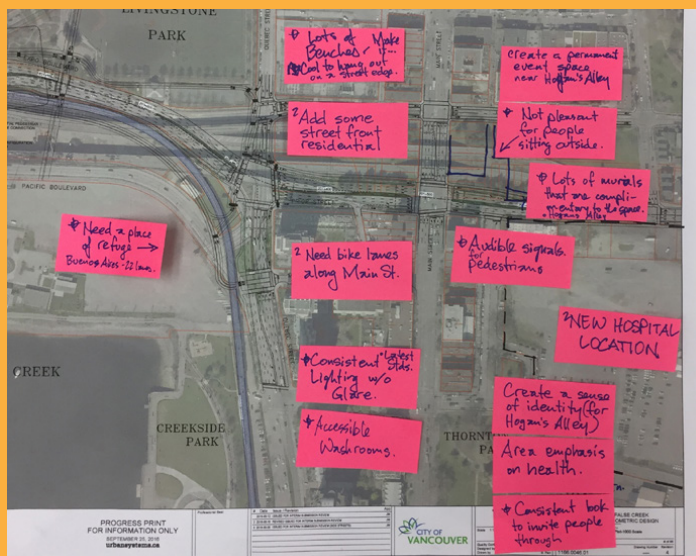
Main Street



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- ✦ Make people want to stop when going from place to place.
- ✦ Need places of refuge on the great street.
- ✦ A need to show adjacent planning processes as part of the NEFC process.
- ✦ Currently barren feeling between Union and Prior
- ✦ Emphasis on health precinct

What We Heard



- Currently Main Street, between Union and Prior feels like a gap in the urban fabric
- This Great Street should make people want to stop when going from place to place, and should offer places of refuge
- When showing this area, it should include adjacent planning processes for context (e.g. New St. Pauls Hospital and The Flats)
- Create a sense of identity for Hogan's Alley with opportunities for arts and entertainment
- There is a strong emphasis on the health precinct role in this area
- Create accessible places and spaces with opportunities for refuge

Next Steps

Thank you again for taking the time to attend and provide your input at the Great Streets for Northeast False Creek workshop. For those of you who weren't able to make it, please take the time to read over this summary and provide any additional input or feedback by Friday October 28, 2016.

If you have any additional questions, please contact Zane Hill at 604-873-7699 or zane.hill@vancouver.ca

Over the next 12 months, we will be continuing to reach out and refine the design of the Northeast False Creek street network. Toward the end of 2016 we will be holding public events for the Emerging Directions of the Area Plan, including the street network. This content will incorporate the input we have heard at this workshop.

