

FALSE CREEK OFFICIAL AND AREA DEVELOPMENT PLAN

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FALSE CREEK
OFFICIAL DEVELOPMENT PLAN
(Adopted by By-law No. 4812, November 5, 1974)

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This Official Development Plan By-law provides the framework for the preparation of development plans in two stages as follows:

1. “Area Development Plans” will be prepared for all or parts of the area zoned FCCDD based upon the policies and regulations set out in this By-law. These area development plans will be submitted to the Director of Planning in the form of appropriate drawings and other information. The Director of Planning shall forward acceptable plans, together with recommendations from the Development Permit Board and the Vancouver City Planning Commission to City Council for consideration at a Public Hearing.
2. “Development Permit Applications” will be made, in accordance with normal procedures as set out in the Zoning and Development By-law No. 3575, to the Department of Permits and Licenses. Consideration of any development permit application will be based upon both the policies and regulations of the Official Development Plan By-law, and upon such additional information as is included in the approved Area Development Plan for the area within which the application is made.

The intent in the adoption of this Official Development Plan By-law is to encourage high standards of design and development throughout the False Creek Basin. A significant degree of discretionary authority is given to those parties charged with the interpretation of many of the specific policies and regulations contained therein.

Interpretation

A distinction is made in this By-law between three forms of policies and regulations which require different interpretations as follows:

1. mandatory requirements for area development plans and/or development permit applications and for which no discretionary interpretation is possible;
2. requirements that may be interpreted for development areas within the False Creek Basin;
3. guidelines which provide qualitative guidance as to the required form of development through design interpretation, but which do not require literal interpretation for each individual situation.

Differences of opinion as to the interpretation of any of the policies and/or regulations contained herein shall be referred to City Council for decision.

The Development Permit Board, in the exercise of its jurisdiction, may relax the provisions of this Plan in any case where literal enforcement would result in unnecessary hardship. In granting any relaxation, the Board shall have regard to the intent and policies of this Plan, and such other applicable policies and guidelines adopted by Council.

The Director of Planning or the Development Permit Board, as the case may be, may relax any of the provisions of this Plan where literal enforcement would result in unnecessary hardship in carrying out any restoration or renovation of buildings or sites on the Vancouver Heritage Register adopted by Council and in effect at the time of application for relaxation under this section. Any development permit issued shall specify the heritage aspects of the building or site that merit the relaxation authorized by this section. Before granting any relaxation, the Director of Planning or the Development Permit Board shall:

- (a) consider any advice from the Vancouver Heritage Commission or any other body established by Council for this purpose defining the aspects of the building or site that give it heritage merit and advising on the proposed conservation work;
- (b) notify such adjacent property owners and tenants as deemed necessary, consider the responses received, and if there is significant objection, refer the matter to Council for advice; and
- (c) consider the provisions of this Plan and all applicable policies and guidelines adopted by Council.

Definitions

The following definitions are related directly to the words and language associated with the Official Development Plan for False Creek. They must be supplemented by other definitions which already exist in the Zoning and Development By-law and other By-laws which are relevant to the purpose and intent of the False Creek development process.

Active Residential – A residential household type that contributes to the general noise level and therefore does not require a quiet background environment.

Area Development Plan – Drawn plans and related information in sufficient detail to provide a clear understanding of the ultimate development form, density, building heights and public open space relationships within an area defined by some recognized boundaries.

Community – A social group of people perceiving itself as different and distinct from the larger society within which it exists.

Compatible Industry – Industrial uses which do not contribute noise, air or other forms of pollution detrimental to a residential environment, and which may contribute to the liveability of their environment.

Density - Residential

Net – the figure obtained when the sum of the total number of habitable dwelling units on a site is divided by the area of that site. Only that portion of the site intended exclusively for the use and enjoyment of the residents on the site may be included.

Gross – the figure obtained when the sum of the total number of habitable dwelling units within a development area or neighbourhood as described in an approved area development plan is divided by the area of that development area or neighbourhood.

Enclave – A group of dwelling units entirely or mostly surrounded by land held in the public domain or intended for use by persons other than those living within the dwelling unit group.

Earth Balcony – An area, normally associated with an individual dwelling unit in a high-rise tower, which is set aside for the growing of decorative or useful plants.

Family with Children – A household which has one or more preschool, elementary or secondary school children residing with one or more adults.

Household Types – The categories used to group residents by their common interests, demands or lifestyles upon or within a community.

Live-aboard – Vessels, boats or ships which are designed primarily for the purpose of sailing in open waters, whether by means of sail, motor or other means and which are incidentally used as habitable accommodations.

Local Commercial – Retail and other commercial establishments intended primarily to cater to the needs of the residents or working population within the immediate community, neighbourhood or enclave.

Multi-purpose Outdoor Room – Outdoor space wholly or partially defined by roofs, walls, earth-berms or planting which provides opportunities for relaxation or activities.

Neighbourhood – A group of enclaves or dwelling units which form a visibly or socially separate entity from other similar or differing groups.

Node – A community focus, either natural or established as a result of emphasis of a particular design feature.

Noise Environment

d.B.A. – A sound level measurement calibrated in decibels, weighted to duplicate the response of the human ear to the loudness of sound.

N.P.L. – A composite noise environment statistic reflecting the irritation on people due to noise and calculated over a twenty-four hour period.

S.T.C. – Applies to the airborne insulation provided by walls or floor-ceiling assemblies measured in dBA.

I.T.C. – Applies to the performance of floor/ceiling assemblies in controlling impact noise measured in dBA.

S.P.L. – Governs the noise produced by mechanical and plumbing systems in the building measured in dBA.

Pedestrian Route – A defined road or path primarily intended for use by people on foot.

Population Mix – A combination of household types and income groups within a community.

Quiet Residential – A residential household type that generally does not contribute significantly to the noise level and therefore requires a quieter background environment.

Roof-scaped – Planting or other natural or man-made features, whether accessible to people or not, designed to improve the visual appearance of, or the usefulness of, normally unattractive roof areas which may be viewed from above.

Waterfront Walkway – The required pedestrian route (which may make provision for bicycles and shall provide adequate accommodation for emergency and service vehicles) which will be developed along the entire False Creek water's edge, with adequate dimensions for the purposes intended.

1.0 Site Planning

1.1 Mandatory Requirements

- (a) Noise Outdoor Environment – Consideration shall be given to noise in the environment. Evidence shall be presented as follows:
 - (i) the existing noise environment including noise pollution level (N.P.L.) readings;
 - (ii) the projected noise environment anticipated with proposed development; and,
 - (iii) an evaluation of the effect of the anticipated noise levels on the residents and other persons likely to be using the proposed development.

Statistical information will be provided as part of any development permit application, prepared by persons trained in current techniques of noise measurement, and mutually acceptable to the City and the applicant. The information provided will be assessed against the planning and design criteria set out in sections 1.2(a) and 2.2(g) of this By-law.

1.2 Interpretive Requirements

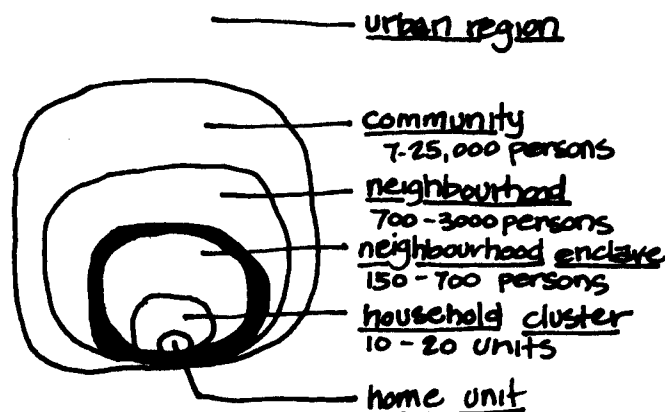
- (a) Noise Outdoor Environment – In recognition of the differences of tolerance to noise for different activities, the following are to be used as planning criteria.

Land Use	Target N.P.L.
Active Residential	55
Quiet Residential	50
Active Park	74
Passive Park	50
Commercial Areas	74

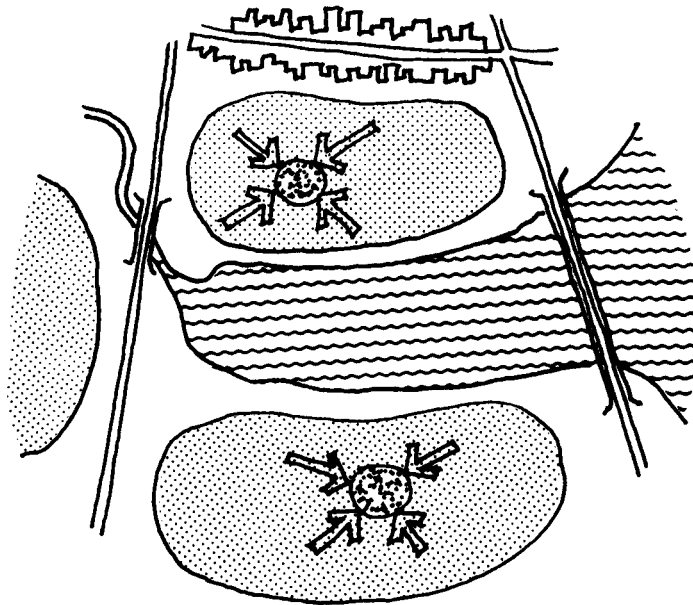
In areas of transition from one use to another, a compromise in the criteria may be necessary.

1.3 Design Guidelines

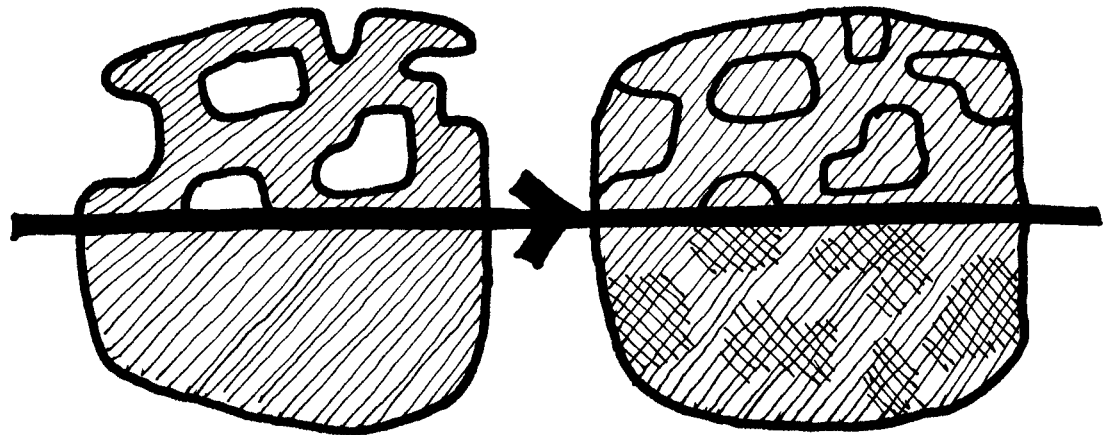
- (a) Neighbourhood Enclaves – Arrange urban land to form many small enclaves of residential use, separated from one another by swaths of non-residential land (parks, schools, major pedestrian streets, commercial) which form the enclave boundaries. Make the enclaves really small, perhaps no more than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



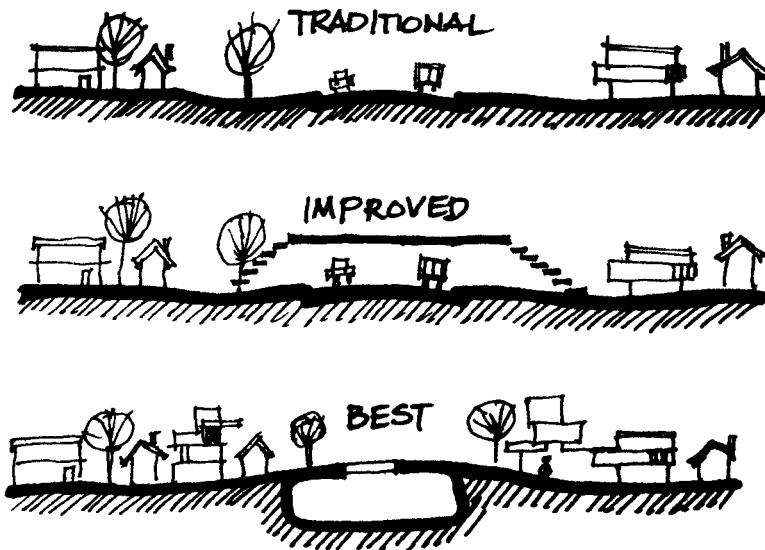
- (b) Neighbourhood – To promote common awareness in residential areas, shape all neighbourhood enclaves so that they are basically round. Ensure that length is never more than twice the width.
- (c) Community Forum – Establish within each community a local forum -- a place where people can come together.



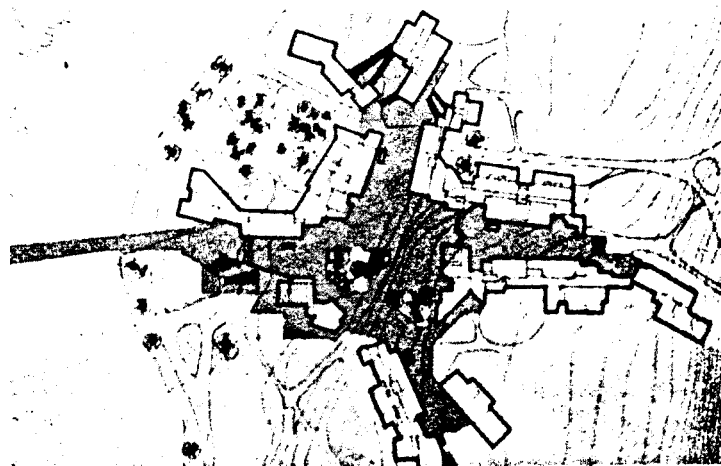
- (d) Adaptable Communities – Ensure that newly developed communities can adjust and change from within, as future needs are manifested. If unbuilt spaces or areas of relatively low density are maintained in the first development stages, subsequent change will be facilitated.



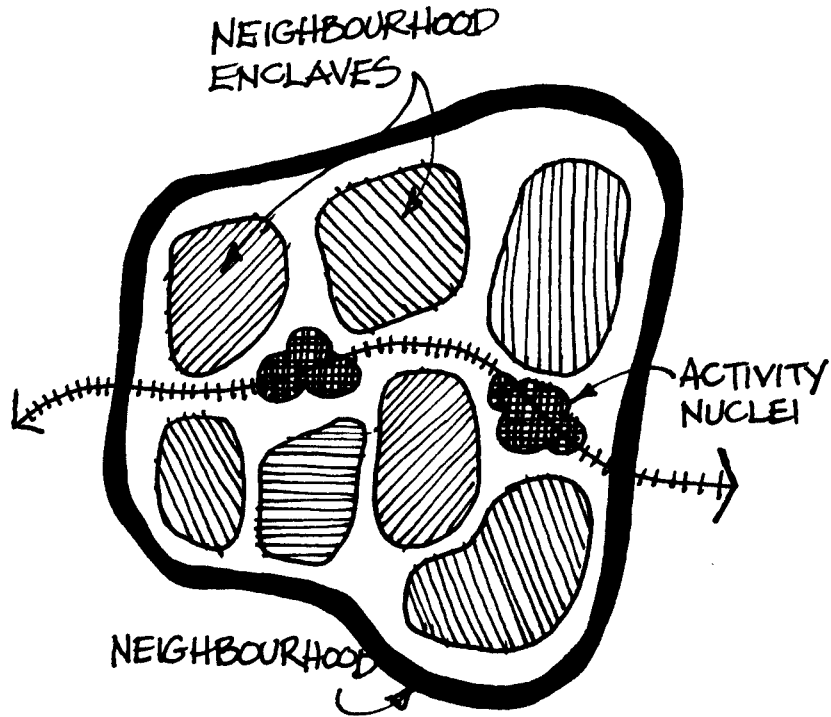
- (e) Communities Flow Over Traffic Arteries – Reroute major traffic arteries around communities. Where this is not possible, bridge the area over the road and reduce the exposed roadway to a minimum.



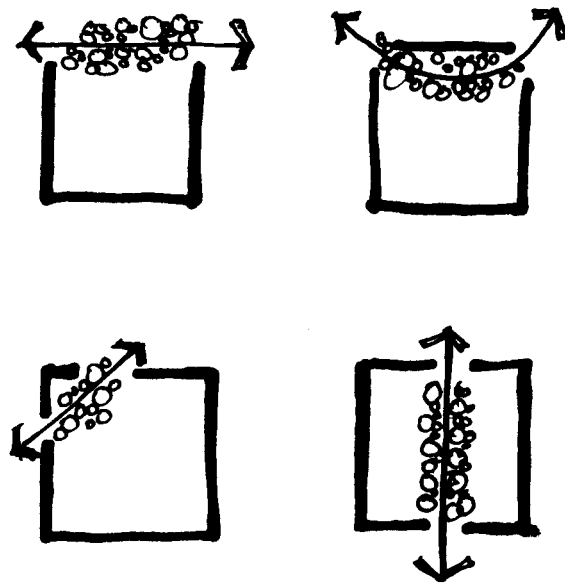
- (f) Pedestrian Activity Focus – Create one major central place in each community where people can come together and orient themselves to the activities around. Make major pathways converge at this node and ensure that the highest and most public concentration of activities occurs here.



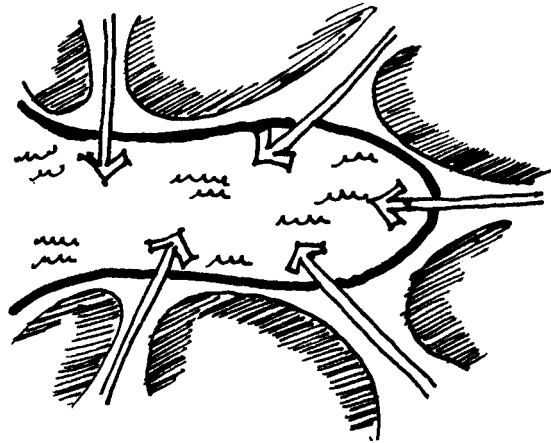
- (g) Intercommunity Public Transit – Existing rail rights-of-way should be considered for an appropriate transit system.



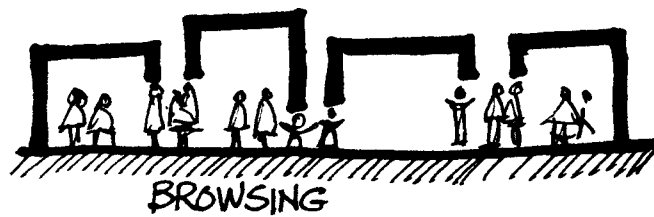
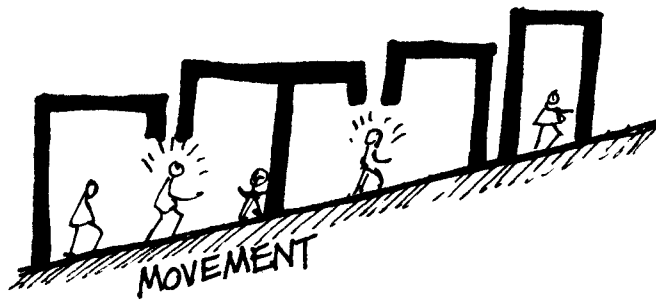
- (h) Building Thoroughfare – Place a natural pedestrian thoroughfare through public places in buildings where it is hoped that people will linger. Make the thoroughfare a short cut with respect to paths around the facility -- line it with opportunities for involvement, places to sit, displays, etc.



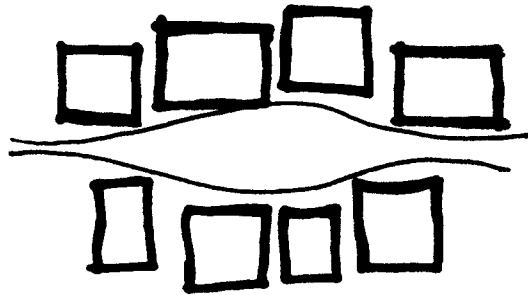
- (i) Reference Points – Shape development so that within a few moments of every point, one has a vista of a large natural amenity or some other urban reference point.



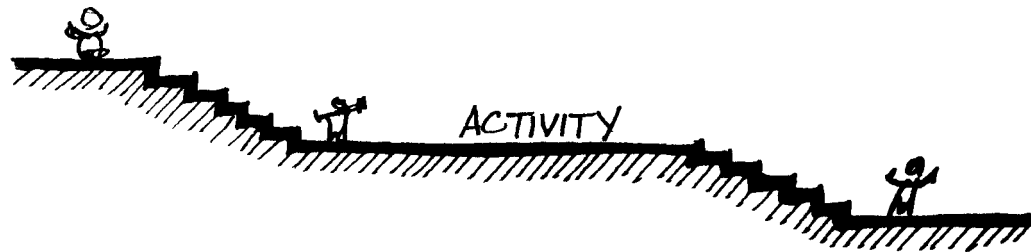
- (j) Social Mix in Communities – Ensure diversity at the community level by providing for various combinations of household types in adjacent neighbourhood enclaves.
- (k) Level Streets Are Inviting – Any pedestrian street that is to support browsing or gathering in small squares and parks should be basically level. The degree to which browsing is encouraged is in direct proportion to its slope -- with 100 percent browsing on level streets and none on streets with slopes in excess of 30 degrees.



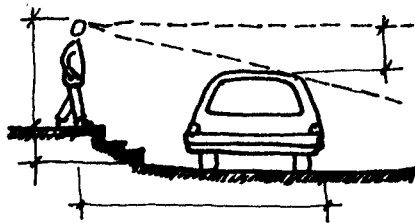
- (l) Streets to Stay In – Make pedestrian streets subtly convex in plan, with seats and galleries around the edges and by narrowing of the path at both ends.



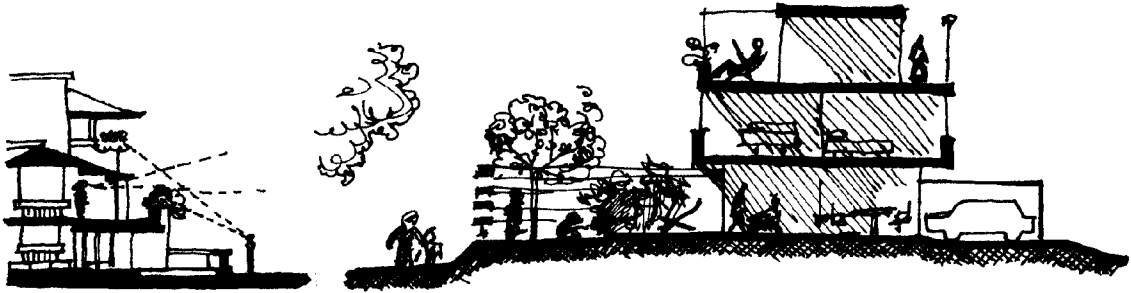
- (m) Half Levels – Where communication, movement and visual continuity is important, avoid full flights of steps. Create half level changes (less than 5-6 feet) and make sure that each level houses activities, and is not merely a landing.



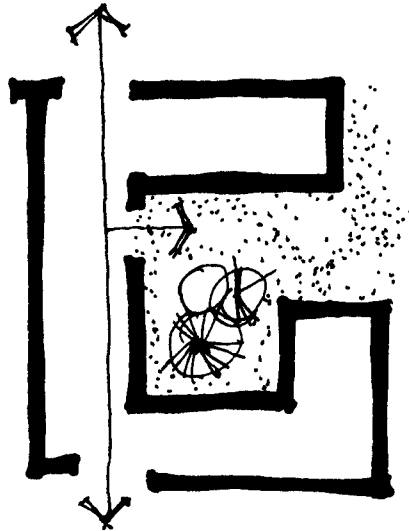
- (n) Pedestrians 18" above Cars – In areas where pedestrians are the predominant activity, provide a clear separation between pedestrians and vehicles, such as sinking roads and parking areas or raising paths so that the paths are at least 18 inches above the roads.



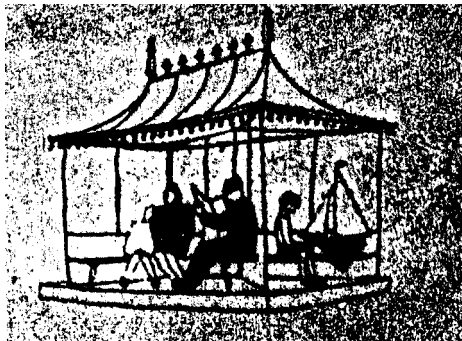
- (o) Privacy in the Home – Where units at grade face pedestrian activity, place a wide raised terrace between the living areas and the public activity so that from the outside you cannot see directly into the unit.



- (p) Usable Courtyards – Shape some of the courtyards, patios and open spaces in each neighbourhood so that they are easily accessible, not totally enclosed but with an interesting view out and so that there are parts within it that cannot be overlooked -- trees can accomplish this.



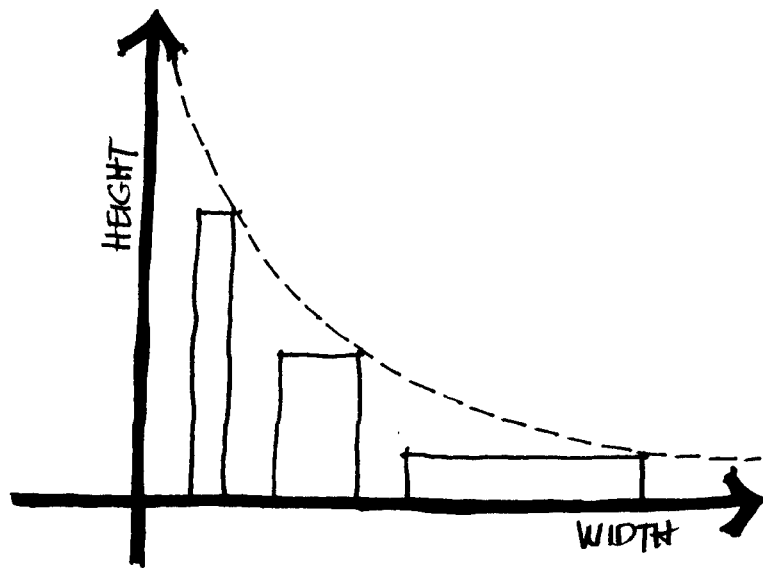
- (q) Public Outdoor Rooms – In every neighbourhood enclave, build at least one “multi-purpose outdoor room”.



2.0 Residential Use

2.1 Mandatory Requirements

- (a) Maximum Density 150 – The maximum permitted density is 150 units per net acre.
- (b) Sub-area Density – The net density of each of the residential neighbourhoods of the approved design shall have the density specified in the criteria for the specific area development plans.
- (c) Population Mix – Population mix should not unduly emphasize one class or age group.
- (d) Height and Bulk – Heights and bulk of buildings to be arranged to permit views for project residents and visitors to the park areas, including views of the downtown profile and north shore mountains or other prominent city locations.
- (e) Building Height/Width Ratio – Allow lower buildings to be relatively continuous and restrict tall buildings to more pointal forms in order to reduce or prevent any overshadowing on pedestrian, park and other outdoor spaces, and to ensure that views and view-corridors are retained.



- (f) Noise Indoor Environment – Consideration shall be given to the noise environment within all residential developments. Evidence shall be presented as follows:
 - (i) the projected noise environment anticipated within any proposed residential development; and
 - (ii) an evaluation of the effect of the anticipated noise levels on the lifestyles of the residents. Statistical information will be provided as part of any development permit application, prepared by persons trained in current techniques of noise measurement, and mutually acceptable to the City and the applicant. The information provided will be assessed against the planning and design criteria set out in section 2.2(g) of this By-law.
- (g) No Floor Space Ratio – The criteria set forth in the Official Development Plan shall be used for density and bulk controls instead of traditional floor space ratios.

2.2 Interpretive Requirements

- (a) Family Density 20 to 40 – A density of 20 - 40 dwelling units per net acre should be used as a basin-wide guideline for accommodations intended for families with children.
- (b) Mixture of Uses – Mixture of compatible uses related to adequate open space is permitted. Residential buildings may incorporate other uses, such as commercial community facilities and day care centres.
- (c) Mixed Development – Family accommodations may be permitted as part of mixed developments.
- (d) Household Mix – The following household types should be provided as basin-wide objective:

Families with children	25 percent
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- Couples (young and mature) 25 percent
- Elderly 15 percent
- Singles 35 percent
- (e) Age and Income Mix – The population age and income mix as reflected in the Greater Vancouver region be adopted as a basin-wide objective.
- (f) Families on Ground – The living areas of family accommodations should not be more than three storeys above a grade entrance or a plaza level.
- (g) Noise Indoor Environment – In order to ensure that the desirable noise environment is provided within all residential developments, special controls on the quality of construction are required. The following are to be the design requirements:

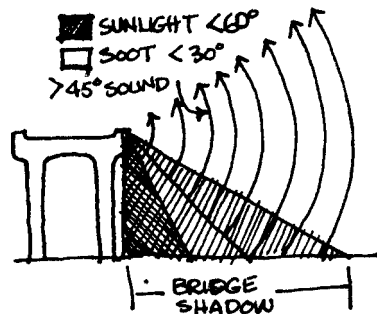
	Active Residential	Quiet Residential
Sound Transmission Class (STC-dBA)	45	50
Impact Isolation Class (ITC-dBA)	55	65
Sound Pressure Level (SPL-dBA)	35	30

Where, due to a land-use transition, the outdoor environment noise characteristics [see section 1.2(a)] have been compromised, the following are to be used as design criteria for a residential building facade in order to ensure acceptable indoor noise levels:

	Active Residential	Quiet Residential
Noise Pollution Level	45	40

2.3 Design Guidelines

- (a) Building Types – Building types may include townhouses, garden apartments and multi-storey buildings.
- (b) Dwelling Types – Dwelling units may include studio, one, two, three and more bedroom units, and may also include experimental type housing.
- (c) Bridge Shadows – Build communities next to bridges and their approach ramps only if their development is of sufficient scale to overcome the dominance of the bridge.

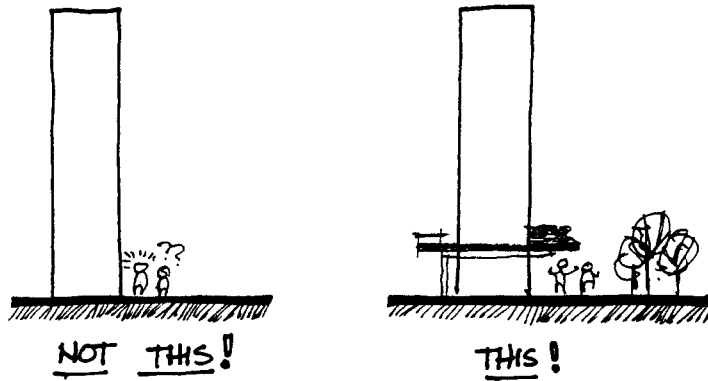


- (d) Residential Clusters – Residential development should be grouped to afford a minimum area occupied by streets and provide ample open space between building complexes.

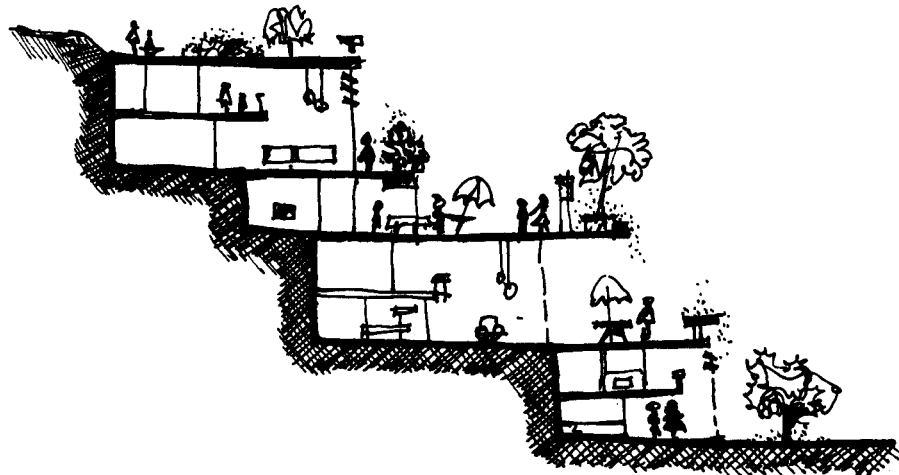
- (e) Large Buildings Overshadow Small – Avoid placing a tall building so close to a small building that it overshadows living areas of small buildings.



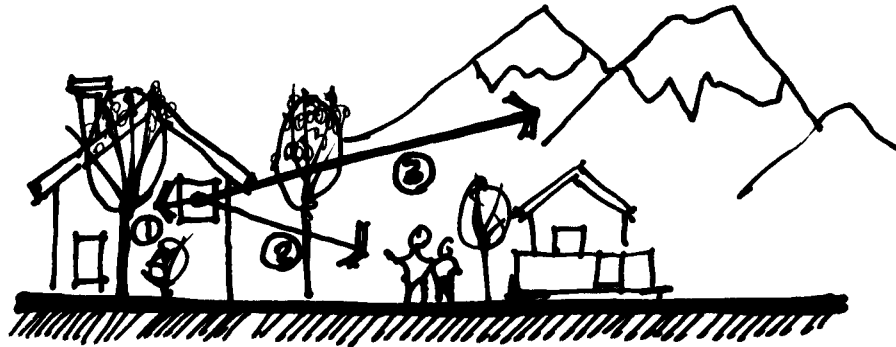
- (f) Taming Tall Buildings – In open spaces and streets to be used by the pedestrian, ensure that buildings fronting it above two storeys have the lower floors strongly articulated with canopies, signs or other means of visual interest. Treat upper floors so that they actually, or seem to, set back and recede. With large structures, make sure that they are surrounded by smaller structures or canopies.



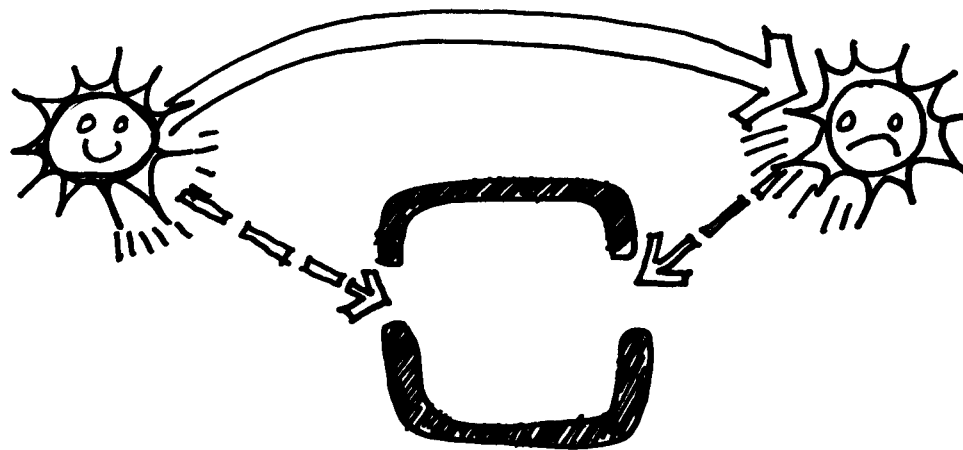
- (g) Roof Tops Are for Living – Flat roofs should be accessible to people and “roof-scaped”.



- (h) Three Kinds of View – Every dwelling unit should have access to three kinds of view; an intimate view containing nature just outside the unit--neighbourhood glimpse into the life of the surrounding community--and a vista that encompasses distant natural elements that remain “constant” such as the sea or mountains.

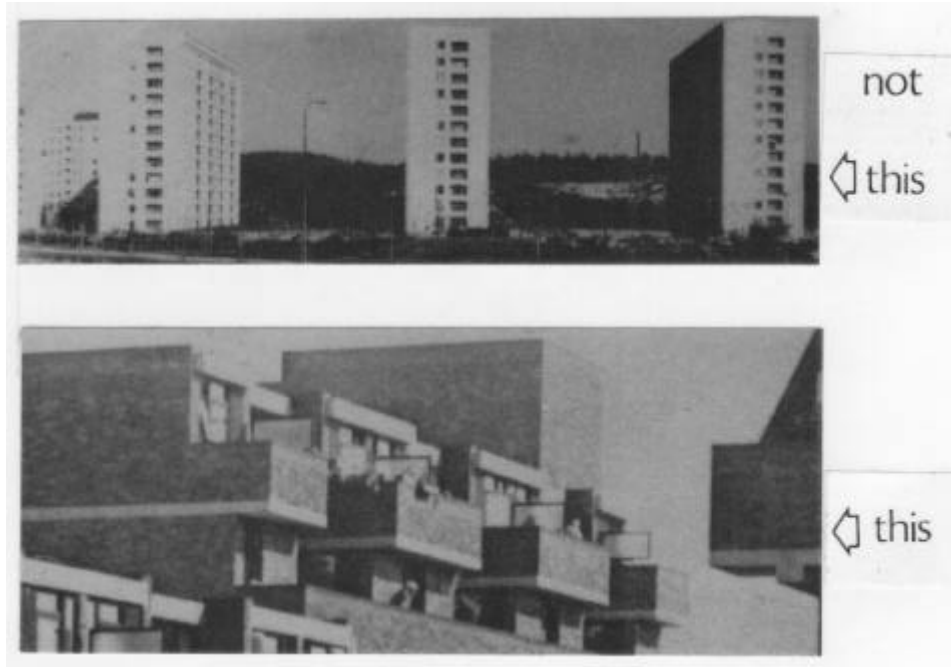


- (i) Sunny Main Rooms – Ensure that the most frequently used habitable rooms in every dwelling unit are capable of receiving sunlight.

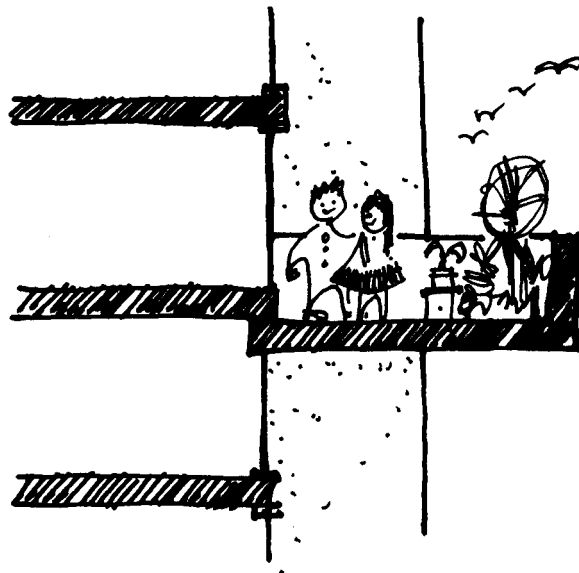


- (j) Six Foot Balcony – Make habitable indoor/outdoor space such as a balcony, gallery, porch, deck or arcade, at least six foot square.

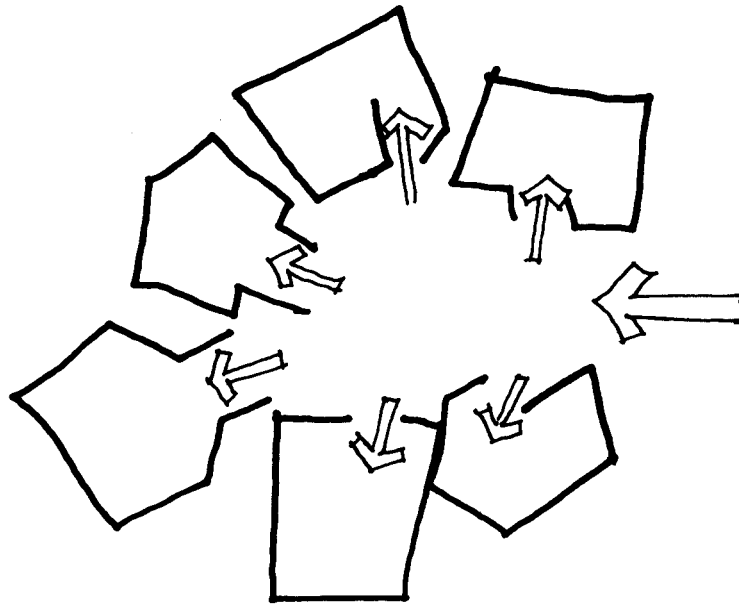
- (k) Distance Related to Balcony – Where the facade of a high-rise building faces another (or where another is likely), make sure that the faces of the main rooms in the unit have deep balconies.



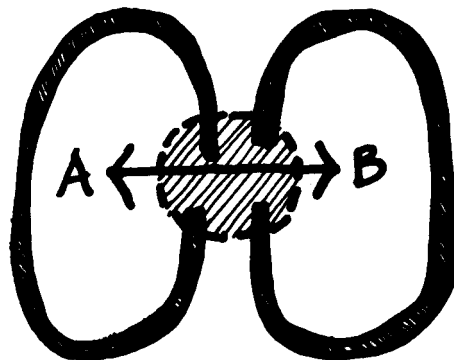
- (l) Earth Balcony – Consider providing dwelling units above grade level with their own “earth balcony”, and design them so that bushes, small trees, shrubs, flowers and grass can be grown.



- (m) Identifiable Front Entrances – Ensure that the front entrance of every unit is, or is capable of becoming, distinctly different from its neighbours.



- (n) Entrance Transition – Give each doorway and entrance an appropriate entrance transition by introducing alcoves, seats, level change, direction change, materials change, etc.



- (o) Short Corridors – Break down longer corridors into smaller, less than 50 foot stretches by jogging them, opening them to courts, widening them into lobbies.

3.0 Industrial Use

3.1 Mandatory Requirements

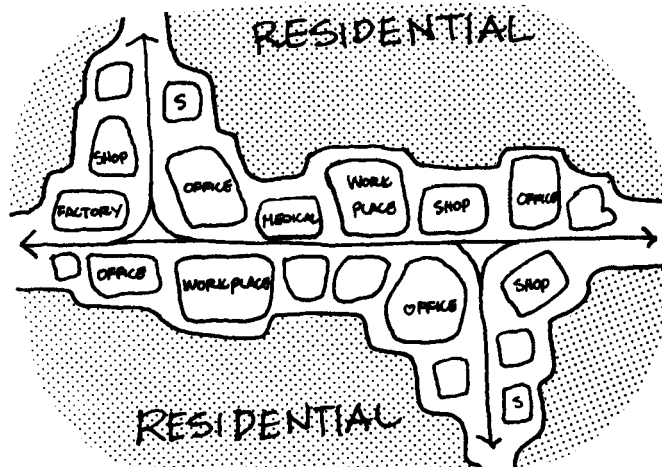
- (a) Wholesale Compatible East – Wholesale and distribution facilities which need to be adjacent to downtown should be east of Cambie Street, and principally east of Main Street.

3.2 Interpretive Requirements

- (a) Existing Industries - Compatible – Existing industries may continue operations, provided they are compatible with overall Creek development.
- (b) New Industries – New industries of a character compatible with overall Creek development, which are related to marine facilities or serve downtown may be permitted.

3.3 Design Guidelines

- (a) Workplace Ribbon – Allow for the integration of work and home life. Provide opportunities for labour intensive work places within or adjacent to residential areas.



4.0 Commercial Use

4.1 Mandatory Requirements

- (a) Local Commercial – Commercial development in family residential areas should be of local character.
- (b) General Commercial – General commercial development may be permitted provided it is compatible with the residential environment.

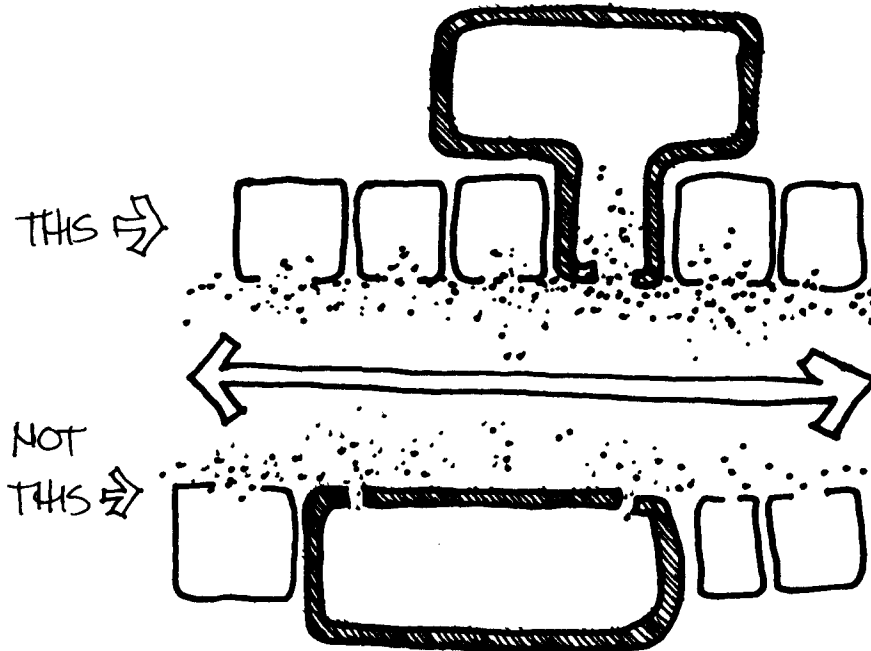
4.2 Interpretive Requirements

- (a) Integrated - Commercial – Commercial development, including marinas, may be integrated with compatible uses.
- (b) Marine - Commercial – The full range of marine commercial activities should be permitted west of the Granville Bridge.
- (c) Commercial - Residential Relationship – Commercial developments shall generally be at or close to the main circulation and/or pedestrian levels. In areas of predominantly residential use, commercial developments, including offices, shall not be so oriented as to overlook or overshadow dwelling units or private open spaces.

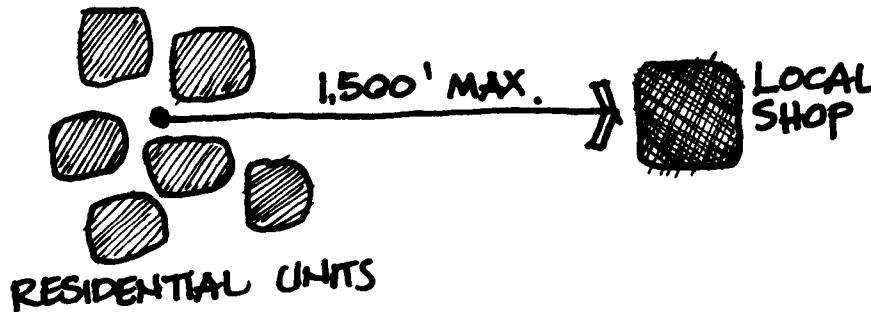
4.3 Design Guidelines

- (a) Shop on Corners – Put local neighbourhood convenience stores at points of maximum pedestrian density, on corner -- i.e. the local corner store.

- (b) Shop Front Diversity – On any shopping street fronted by small stores, do not allow large scale commercial facilities to take over frontages larger than one and one-half times their neighbours.



- (c) Local Shop Every 1,500 feet – One local convenience store should be located within 1,500 feet of every residential unit wherever possible.

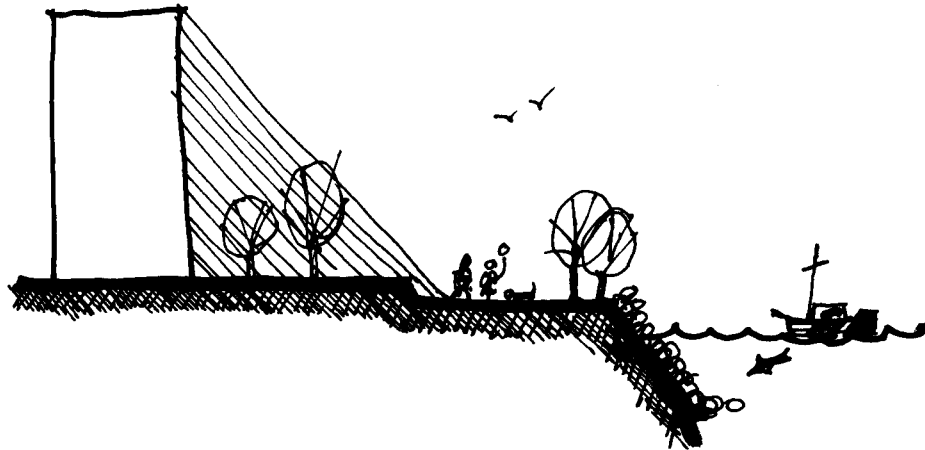


5.0 Circulation & Parking

5.1 Mandatory Requirements

- (a) Adequate Local – An adequate local street system shall be provided to serve expected traffic requirements within the area.
- (b) Discontinuous Collectors – Collector roadways must be adequate to facilitate access for emergency vehicles, garbage collection and other service vehicles to individual properties. Collector roadways must not, however, disrupt the community, nor be so designed as to encourage automobile usage for trips made entirely within the False Creek basin.
- (c) Slow/Fast Gradient – Progressively limit the intrusion (save for emergency, etc.) of vehicles so that a vehicle-free zone is created around the water amenity.
- (d) Walkways and Bicycle Paths – An extensive network of pedestrian walkways and bicycle paths shall be provided.

- (e) Pedestrian Areas – The prime areas of the False Creek basin, including the entire waterfront, should be reserved for traffic-free pedestrian use.
- (f) Sunlight on Waterfront Walk – Ensure that tall buildings will not cast long shadows on the waterfront walkway and that at least two-thirds of the waterfront walkway can receive direct mid-winter sunshine. At frequent intervals along the walk, create sunny pockets of varying size where people may linger in the sunshine and overlook the water.



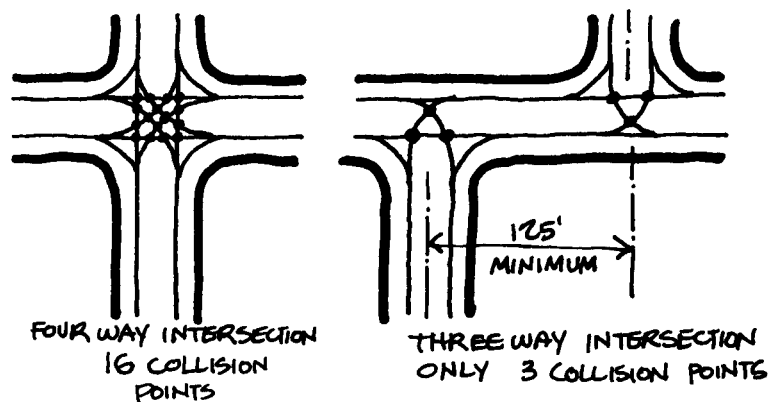
- (g) No New Bridges – Bridges crossing over False Creek have an overwhelming effect on a wide range of community values, e.g. views, noise, community structure, etc. Bridges crossing on new alignments will not be acceptable. Existing crossings must be treated to ensure the best liveability standards in the new developments.

5.2 Interpretive Requirements

- (a) Parking – The provision of parking facilities may not be required with new developments.

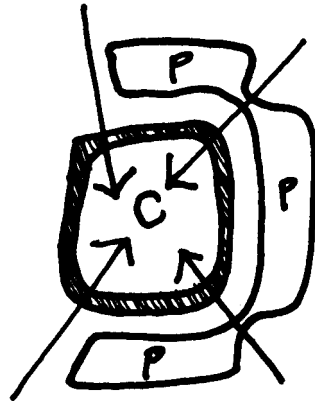
5.3 Design Guidelines

- (a) T Junctions – Wherever possible, make intersections not served by traffic lights T junctions, with the angle as near 90 degrees as possible.

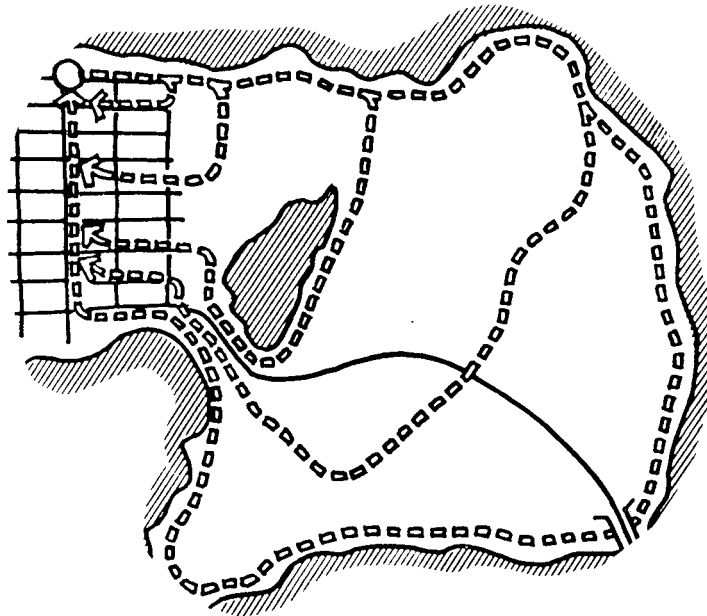


- (b) Covered Parking – Parking should be covered and out of sight in pedestrian and other high amenity zones, and to the greatest extent possible.

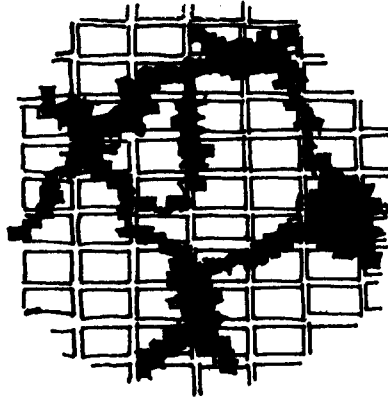
- (c) Peripheral Parking – Parking should be located in peripheral areas in close proximity to existing arterial streets.
- (d) Walkway Connections – Walkways should be provided connecting activity centres and special use areas.
- (e) Linear Parking Lots – Make large parking lots long and thin. Where the number of cars is very great, form the lot into a necklace of smaller parking lots and make pedestrian access points coincide with the spaces between the lots.



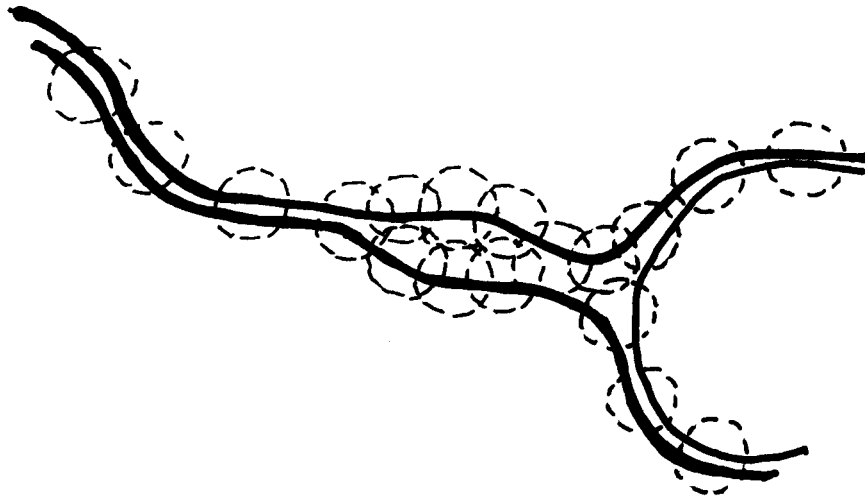
- (f) Parking Integrated with Streets – Integrate parking area with streets (either above or below them) so that distinct pedestrian realms are created at grade from which all vehicles are excluded save for emergency access.
- (g) Continuous Paths – Pedestrian circulation should be continuous throughout False Creek and separated from vehicular traffic wherever possible.
- (h) Pedestrian Paths Are Expanding Loops – Shape and locate pedestrian streets and paths so that they form a series of expanding loops such that no path is a dead-end.



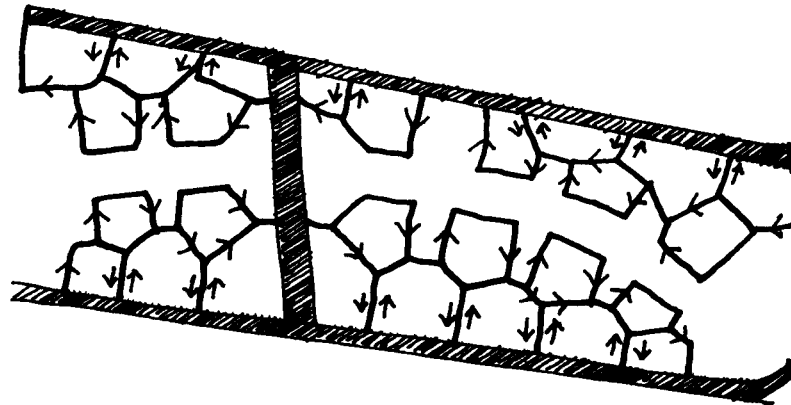
- (i) Pedestrian Web Connects Urban Nuclei – Link places of natural amenity and/or community interest by means of a network of pedestrian streets or paths.



- (j) Inviting Night Lighting – Locate street lighting along pedestrian pathways at safe intervals with concentration adjacent to areas of higher pedestrian activities. Make sure that light standards are in scale with the pedestrian (no higher than 15 feet) and emit a light quality that enhances, and does not distort, colours.



- (k) Looped Local Roads – Place all local roads in the road network in such a way that they form loops, with short cul-de-sacs serving the residences.



6.0 Open Space

6.1 Mandatory Requirements

- (a) Adequate Open Space – Open space shall be sufficient in area, size, and continuity to provide openness between building complexes, and to serve the area population.
- (b) Open Space Exclusions – School grounds, marinas and water areas may not be included as forming part of required open space.
- (c) Two Acres Per Thousand Minimum – Public open space shall be dedicated, or otherwise provided to the satisfaction of City Council, in each development area in an amount of at least 2.0 acres per 1,000 of anticipated population.
- (d) Open Space Continuity – Notwithstanding the requirement of section 6.1(c), public open spaces shall be provided in association with all residential buildings in an amount appropriate to the nature and scale of each development so as to provide continuity of open spaces.

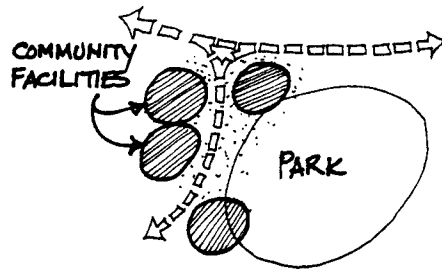
6.2 Interpretive Requirements

- (a) Open Space Guide for Development Areas – The following sub-area open space allocations are a guide for the preparation of area development plans:
 - Area 6 -- 35 acres
 - Area 9 -- 15 acres
 - Area 10 -- 5 acres

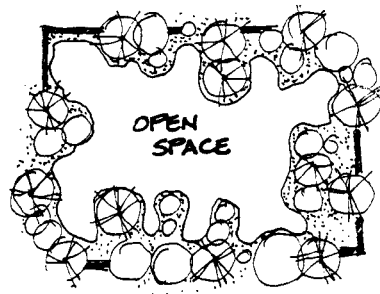
6.3 Design Guidelines

- (a) Private Open Space – Reference may be made to the open spaces that would result from the application of yard and light-angle requirements that would be required in corresponding appropriate sections of the Zoning and Development By-law for similar developments. Concern should be demonstrated with regard to the private open space and its relationship to privacy of and sunlight penetration into the residential units.
- (b) Commercial Open - Open Space – Privately-owned and/or managed open spaces may be provided in association with commercial developments and may include public markets, plazas, sidewalk cafes and/or arcades.

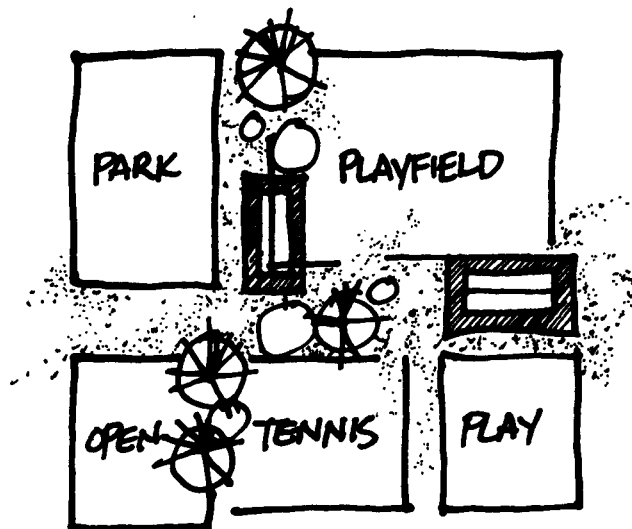
- (c) Community Parks Interwoven – Locate community facilities next to parks and open areas so that the park and the community facilities for community participation can be seen together.



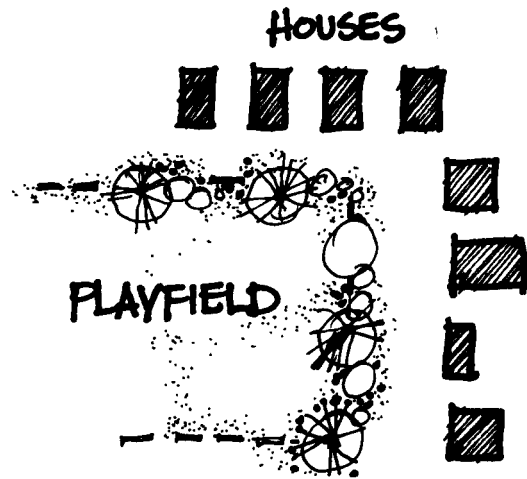
- (d) Percentage of Private and Common Land – Ensure that open space associated with residential neighbourhoods provides for a balance between open space for the use of each individual dwelling unit, and the open space to be shared by the community at large--i.e. a balance between private and common open spaces. The proportion of private spaces shall be larger in those areas where family accommodations are provided.
- (e) Open Space Edge calloped – Surround major open areas with smaller semi-autonomous areas to encourage smaller scale activities to co-exist with the activity in the major area. Define these minor areas by tree-planting, outbuildings, small mounds, etc.



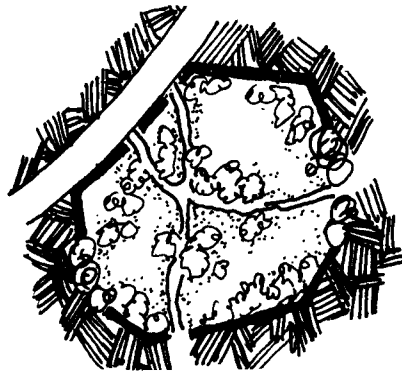
- (f) Pocket Playfields – Relieve vast areas of playfields and open space with land form changes, landscaping details, and smaller multi-use open spaces.



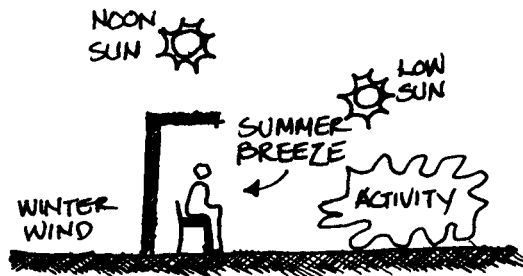
- (g) Open Spaces Defined – Make every playfield self-contained by allowing enough space to plant about 50 percent of its perimeter bordering on neighbourhood streets with trees or shrubs.



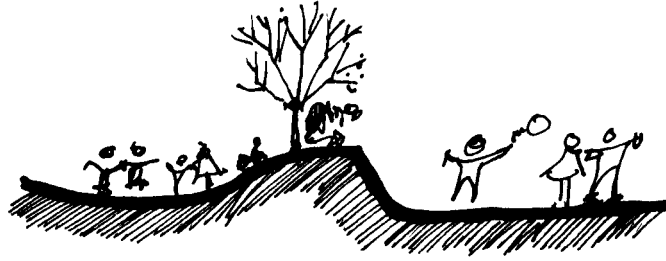
- (h) Walled Gardens – In the great majority of cases surround small parks with either walls, densely planted trees or buildings that do not generate a lot of activity.



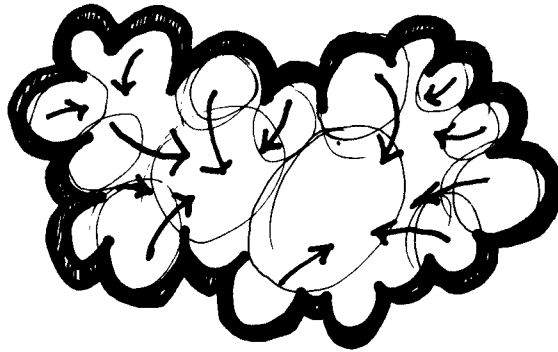
- (i) Connected Play Spaces – Link up spaces where small children will be playing so that children from at least thirty homes can reach each other easily and without crossing a street.
- (j) Outdoor Seats – Place outdoor seating where the sun shines, protected from winter winds and overlooking areas of activity, and/or with a pleasant view.



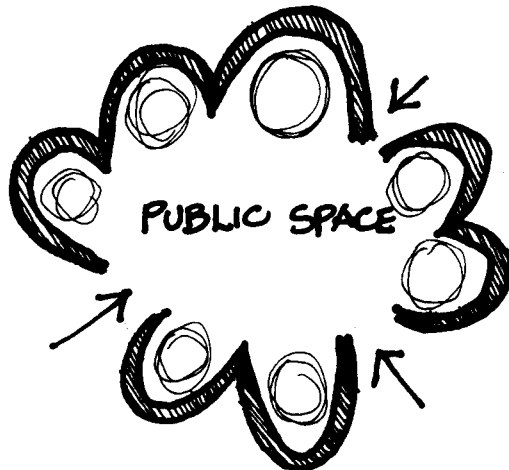
- (k) Play Yard Dividers – Define play areas for children of different ages by shaping the ground and utilizing low walls and natural dividers. Avoid fences -- especially chain link fences.



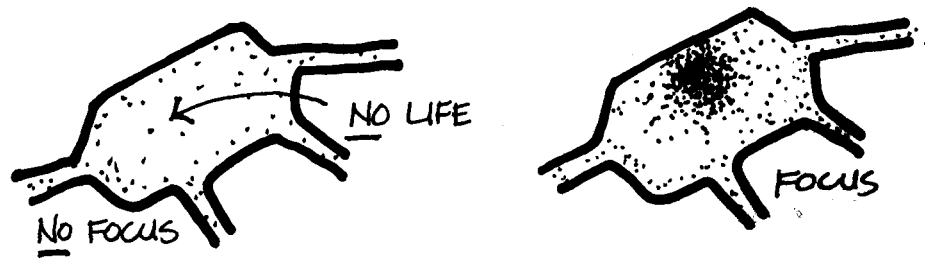
- (l) Hierarchy of Open Spaces – Place smaller more intimate spaces around buildings and let them lead out into the larger spaces.



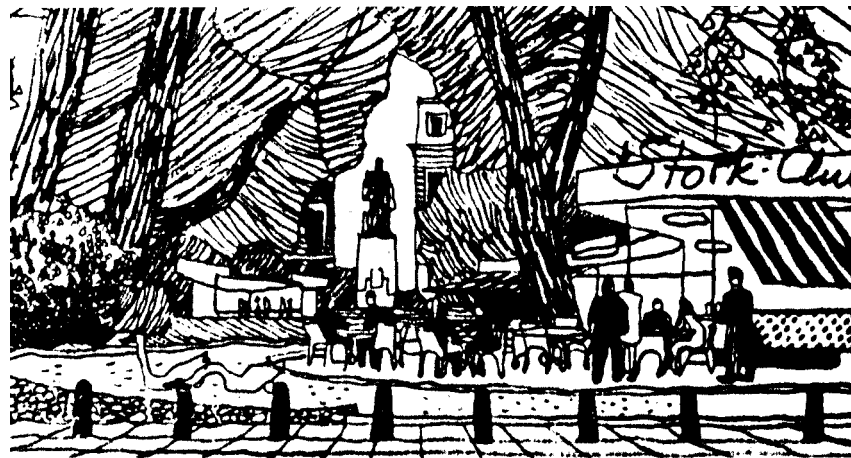
- (m) Activity Pockets – Surround any public space where people come to linger and collect with an alternating pattern of small activity pockets, entrances and access paths.



- (n) Central Place Focus – In every square that is to have an atmosphere of public involvement, locate a focal element such as a small garden, playground for children, a kiosk, seats, a few trees, that will invite people in to participate.



- (o) Stair Seats – In any public place where people gather, surround this place with raised areas which are immediately accessible from below (like stairs with seats, balustrades, a stepped terrace--a railed balcony will not do).
- (p) Nature in Every Square – Place natural growth in every square or plaza in order to soften the impact of the hard brick, concrete or blacktop surfaces. Arrange planting to accommodate social gatherings.



7.0 Water's Edge, Area and Uses

7.1 Mandatory Requirements

- (a) Public Access – The waterfront edge shall be continuously accessible to the public around False Creek, except as approved by City Council for specific area development plans.
- (b) Stabilized – An attractive shoreline treatment which is structurally stable shall be developed along the entire False Creek waterfront in association with the adjacent redevelopment.
- (c) Water Area Maintained – Water area at least equal to that existing in January 1972, in each sub-area should be maintained. If some filling is required, an equal area should be excavated.
- (d) Small Marinas – Marina activities should be limited in number, size and capacity in order to not overcrowd the Creek.

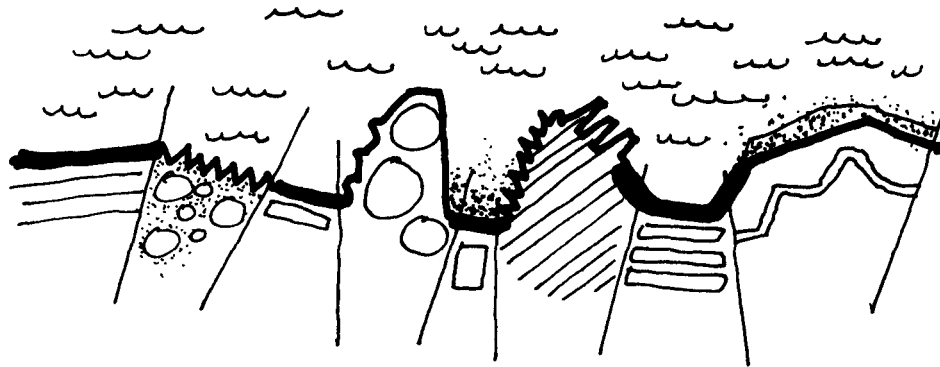
7.2 Interpretive Requirements

- (a) Moorage – Facilities related to boat moorage should be permitted between Connaught and Granville Bridges.
- (b) Covered Moorage – Covered moorage (boathouses) will not be permitted in False Creek except under major bridges or within a distance of 50 feet from major bridges.

- (c) Live-aboard Permitted – Persons wishing to live aboard their motor or sailing vessels in False Creek may be permitted to do so provided that such vessels comply with all City, Provincial and Federal regulations and/or standards.

7.3 Design Guidelines

- (a) Irregular Alignment – The water's edge should be given an irregular alignment to permit widenings of the water basin for creation of bays, views and usable water frontage.
- (b) Variety on Waterfront Walk – Create a variety of experiences along the waterfront walk by varying the treatment of the water's edge, by changing the walk's direction, width and elevation, by pulling the walk back from the water occasionally and by changing vistas along it. Encourage a variety of facilities and activities to develop along the walk that are sympathetic to the water's edge.



- (c) 1,700 Boats – The number of boats in the False Creek Basin be limited to a maximum of 1,700 until the Kitsilano Trestle is removed.

8.0 Related City Policies

The following policies have been established by the City Council. They are not directly related to the process of development but do indicate the City's intent. They are included here to provide guidance to persons involved in the redevelopment of False Creek. Some of the objectives specified are not presently attainable by the City without direct assistance from other levels of government.

8.1 Public Transit

Provide for future mass transit facilities, and to provide linking with adjacent areas.

All possible efforts should be undertaken to ensure the maximum diversion from the private automobile to transit.

A high quality transit service must be provided (as an attractive alternative to the private automobile) and transit service should be introduced with the first developments.

First, sufficiently high quality transit will be provided so that it will not be necessary to have an automobile in False Creek; and second, the amount and location of parking will be controlled.

Possibilities include a dial-a-bus system, subscription bus services (similar to a large car pool), as well as taxis and rental cars.

8.2 Water

With regard to water quality improvement, the hydraulic consultants have recommended the removal of the Kitsilano Trestle causeway as being an important component in the overall programme.

Public waterfront access should be retained around the entire Creek and around Granville Island so as to connect the English Bay beach area with Vanier Park.

Log booming and storage west of Connaught Bridge should be discontinued immediately; log booming and storage east of Connaught Bridge should be discontinued as soon as practical.

East of Connaught Bridge the water area is to be reserved, in the long term, as a non-power boat environment.

8.3 Roads

Existing arterial streets will be maintained to meet the needs of existing and projected traffic.

The existing arterial streets, surrounding and crossing the Creek will be retained.

The detrimental effects of traffic concentrations on arterial roadways, bridges and rail lines will be reduced to the greatest possible extent.

8.4 Parking

Reduce parking standards to reflect the shift to a non-automobile oriented environment.

Provision for on-street parking will be severely limited and may be prohibited altogether in most areas of False Creek.

A realistic charge will be made for the use of parking facilities.

8.5 Walkways

A continuous public walkway is to be provided along the entire water's edge.

Provision should be made for pedestrian bridges across the Creek in association with existing crossings.

8.6 Rail

Accelerate the phasing out of industries requiring rail services at Granville Island.

Ultimately the 6th Avenue rail line shall be removed or used for transit service only.

All major rail facilities should be removed as soon as possible.

The removal of the Kitsilano Trestle is the top priority.

No additional railway construction (except for future rapid transit) will be entertained.

Consideration should be given to using existing railway rights-of-way for future transit service.