



URBAN DESIGN Sub-area 6C

NORTHEAST FALSE CREEK

Draft Area Plan

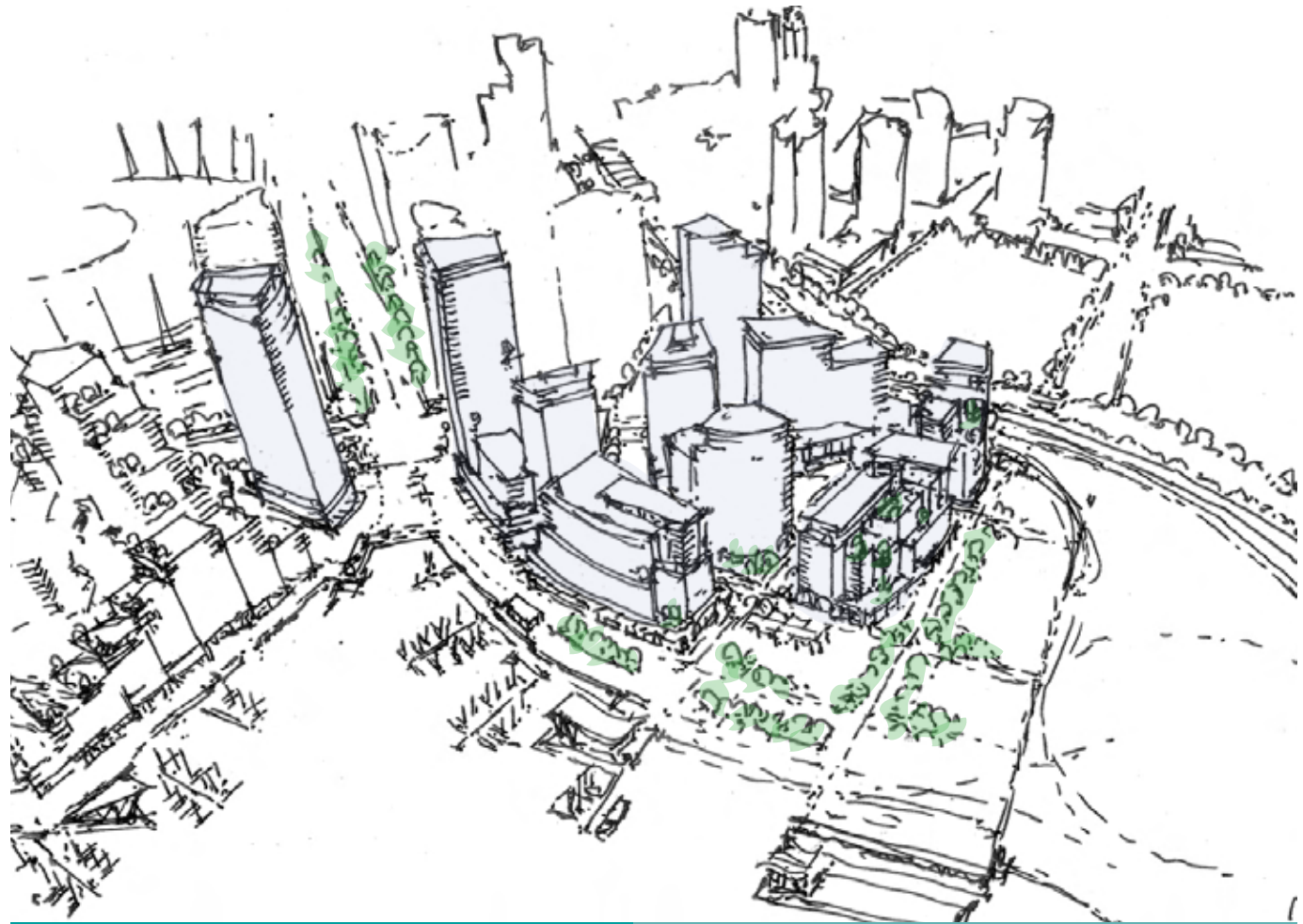
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Sub-Area 6C spans the Events and Entertainment District and the Park District of the Northeast False Creek Area Plan. This area is pivotal in the meeting of city and water at the landing of Georgia St. at False Creek, and in the shaping and activation of the new Creekside Park extension. It bounds several block frontages of the new Pacific Blvd., and will be a critical part of creating and activating two major city to park connections — Carrall Promenade and the Dunsmuir Elevated Park.

The replacement of the Georgia and Dunsmuir Viaducts with a new street network creates a substantial opportunity for significant mixed-use development in Sub-Area 6C, however the development lands have irregular parcelization and are owned by multiple landowners, including the City of Vancouver. The densities, heights and urban design parameters described in this Sub-Area are based on the requirement that all lands be jointly developed to create a cohesive and integrated waterfront district, which would not otherwise be possible through the development of individual land holdings.



Overall Policies

- » For any development to occur, all landowners need to proceed collectively with a single, comprehensive redevelopment of the Sub-area, consistent with the urban design principles of this plan, in order to achieve the heights and densities anticipated below.
- » This sub-area should contain a maximum floor area of 2.1 M sq. ft. of residential and non-residential uses. Additional density may be considered, subject to urban design performance and alignment with the Northeast False Creek Area Plan Urban Design Principles.
- » Ensure a minimum of 220,000 sq. ft. of new non-residential job space is delivered. This job space is intended to anchor the Events and Entertainment District to the False Creek waterfront and contribute toward meeting the goals of the Metro Core Jobs and Economy Land Use Plan.

FALSE CREEK WATERFRONT AND GEORGIA WHARF

- » Reshape the waterfront to bring an inlet of water closer to Georgia St. and Pacific Blvd., and mark the meeting of the city with the water with a public square — Georgia Landing, and a wide public promenade — Georgia Wharf.
- » Frame the Georgia Landing and the alignment of Georgia St. with the two tallest buildings of the development. Ensure that the building forms are shaped and designed to respect the Georgia St. End view, and to create a comfortable space and human scale for pedestrians. Design and shape the west tower to retain views to BC Place.
- » Mark the intersection of Georgia St. and Pacific Blvd. with higher buildings that may exceed View Corridors 9.1 and 9.2, Cambie St. to North Shore Mountains, to a height of approximately 425 ft. Review these buildings in accordance with the General Policy for Higher Buildings which seeks to establish a significant and recognizable new benchmark for architectural creativity and excellence, while making a significant contribution to the beauty and visual power of

the city's skyline, and demonstrating leadership in sustainable design and energy consumption towards the city's objective for carbon neutrality.

- » Provide for a shared vehicular access between Sub-Area 6C and the adjacent Sub-Area 6B.
- » Georgia Wharf and waterfront promenade buildings: Line the wharf and landing with active uses with a particular focus on a variety of restaurant, café and bars. Design the buildings to create sunny south facing outdoor seating areas.
- » Create smaller scale food and beverage outlets and pavilions along the waterfront edge.
- » Create floating restaurants and pavilions on the water to further activate and engage the waterfront. Consideration will be given to docks for public access to the water.
- » Design the wharf area to prioritize pedestrians, while accommodating dedicated cycling as part of the seawall. Design waterfront buildings so that vehicular access is not needed along the waterfront, but consider the inclusion of limited vehicular access to the frontage in the off-season.

CREEKSIDE PARK FRONTAGE

- » Bring park and green planting up onto buildings along the Creekside Park frontage. Shape, sculpt, step back from the park edge and step down toward the water, to optimize sunlight access to the park.
- » Design the base of development along the park edge to create an inviting and permeable interface with the park, with a sense of visual accessibility to the public, even when spaces are private. Express human scale at the lower levels of buildings and design to create 'sticky' edges with activities and uses to encourage people to linger and enjoy.

PACIFIC BOULEVARD

- » Provide active uses along Pacific Blvd.; design lower residential levels with consideration for noise and proximity to places of gathering, outdoor seating etc. Design in accordance with the Northeast False Creek Streetscape Design Guidelines for adjacent ground levels.
- » Support building design that encourages frequent breaks in the street frontage and allows connections to the neighbourhood and waterfront.
- » Design, shape, and optimize the height and length of buildings to facilitate morning sun on sections of Pacific Blvd., afternoon sun on the interior areas of the site, and to allow views and permeability through the site.
- » Design the heights and forms of buildings to limit shadowing on Andy Livingstone Park, Crosstown Elementary and the existing childcare facility.

DUNSMUIR ELEVATED PARK

- » Design the buildings that interface the Dunsmuir Elevated Park with the same considerations given an active, vibrant at-grade-street. Elements to integrate and activate the linear park connections should include: retail, amenities, outdoor patios, connection points to grade, benches, plantings and overlook by inhabited space.
- » Design and landscape with consideration for safety, comfort and clarity of pedestrian and cyclist movement. Consider providing viewpoints north to mountains for pedestrians stepped up above the level of cyclists.
- » Consideration may be given to building forms over portions of the active connection.

CENTRAL LANES

- » Create a network of finely scaled commercial and publicly active pedestrian lanes providing a unique experience in the city.
- » Program the lanes to support small scale enterprises, independent retailers, start-ups, food stalls, arts spaces and a continually changing scene to bring people back again and again to fresh experiences.