

Northeast False Creek : Past, Present and Future

AIC-BC & REIBC Vancouver Chapter Joint Luncheon



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Reclaiming and Reimagining Vancouver's Waterfront



1982



2012



1979



2003



2011

Vancouver's Approach and Urbanism Principles



- **Public** waterfront with seawall Linkages
- Extend the existing city grid, with open street ends
- “Places and Spaces” first, then built form
- Street activation, avoiding blank walls
- Mixed use, with retail high streets
- Carefully spaced towers for sunlight and privacy
- Thin towers with residential podiums and townhouses at grade
- Stepped down built form to a human scale waterfront
- Sustainable and resilient parks and open spaces
- Integrated affordable housing
- Community amenities funded through development



What's next?

False Creek (1890s)



False Creek at the Turn of the Century



The First NEFC/Viaducts Planning Team on False Creek

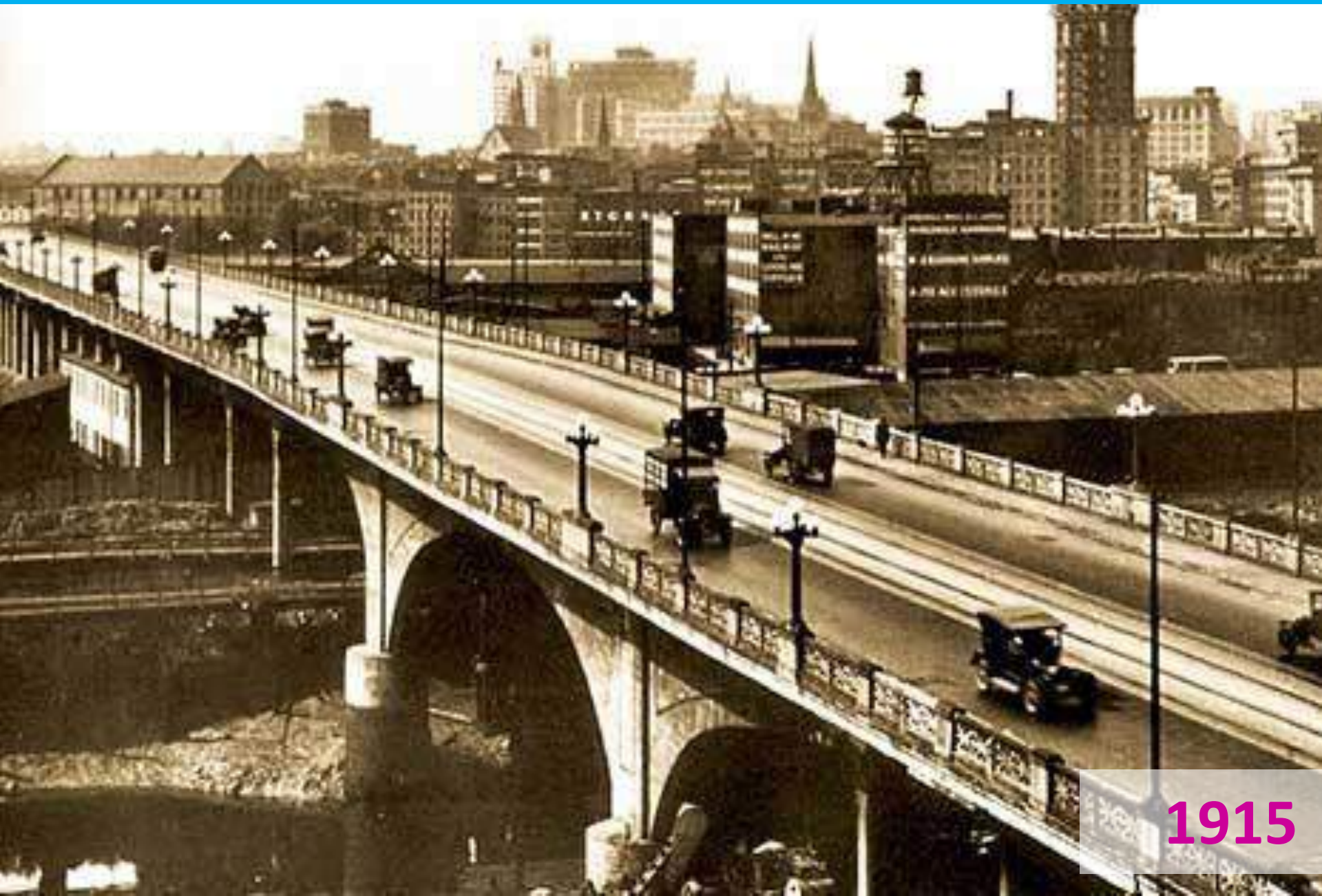


The Arrival of the First Viaduct



1915

The Arrival of the First Viaduct



1915

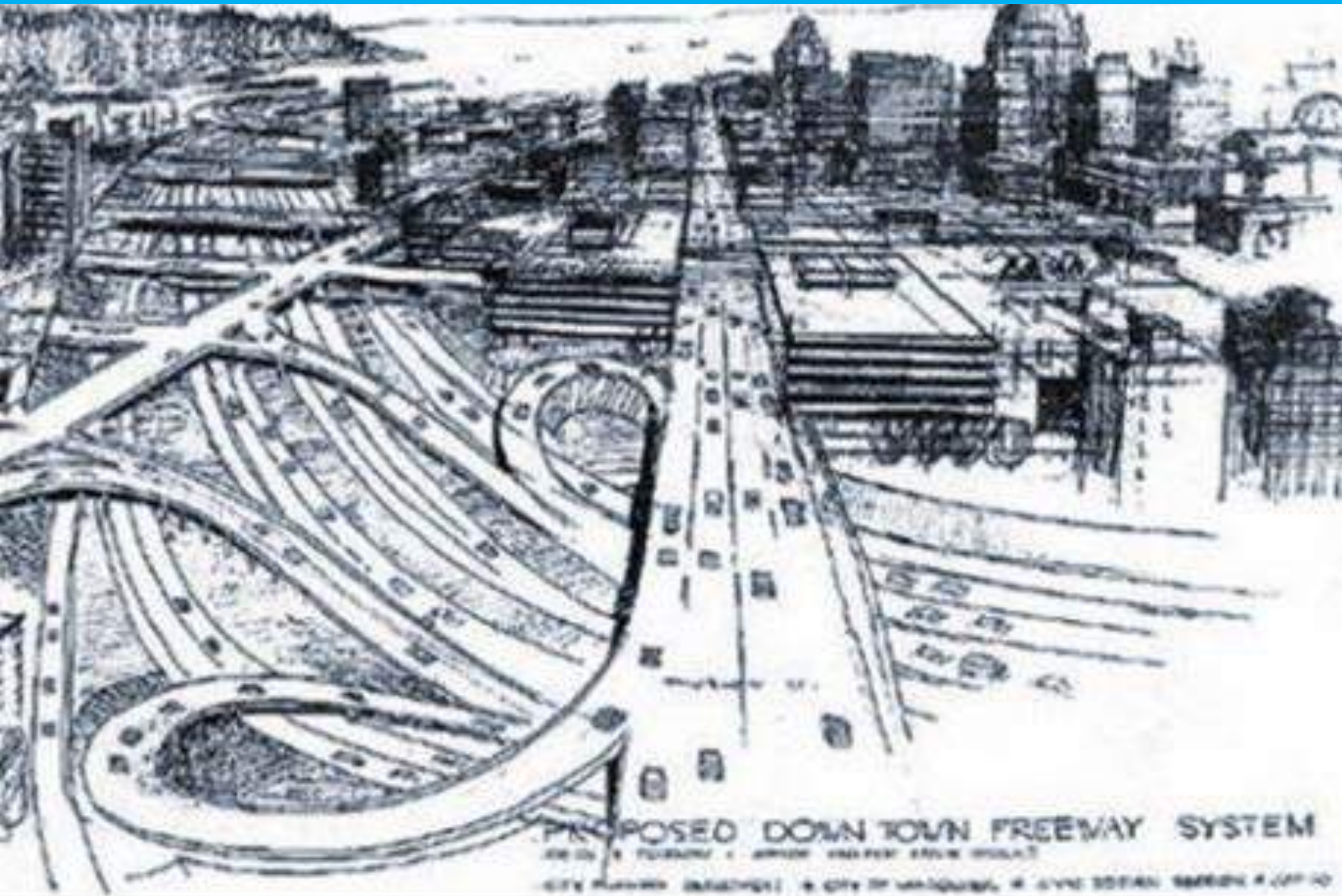
The Industrial Era (1920s to 1950s)



The Second NEFC/Viaducts Planning Team



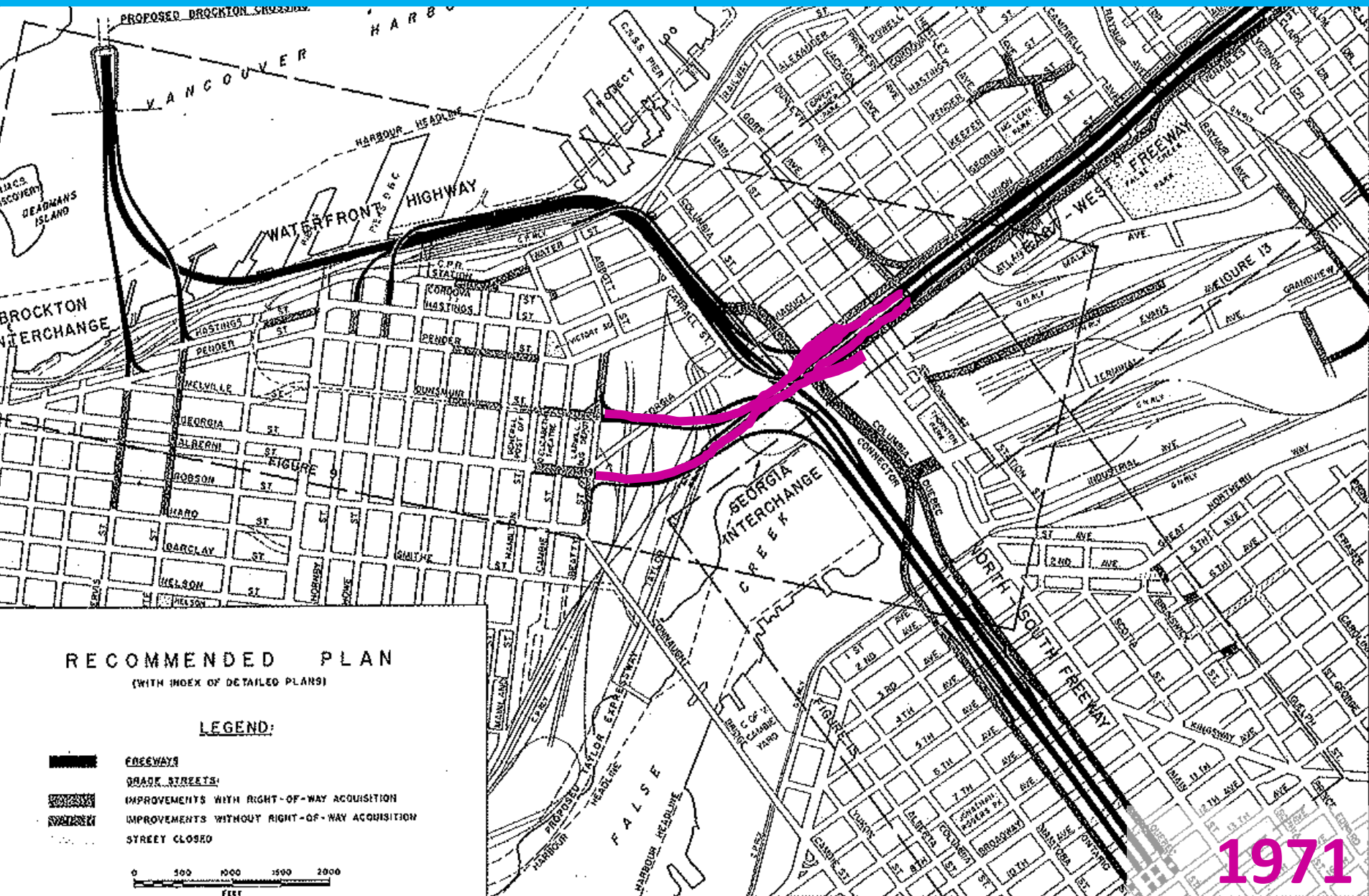
The Freeway Era (1960s-70s)



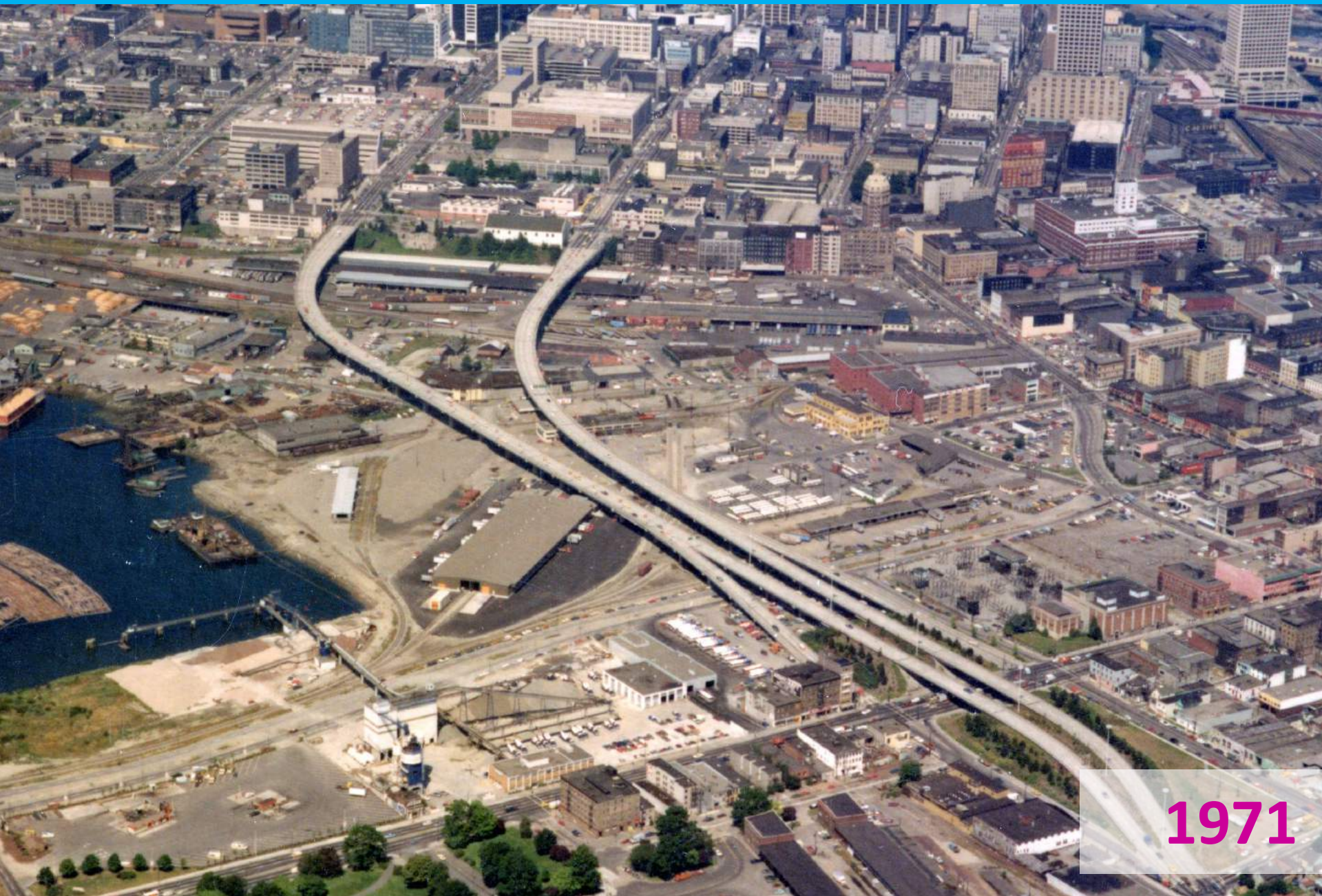
The Freeway Era Cut Short (1960s-70s)



Vancouver's Only Downtown Freeway Experiment



The First and Only Section

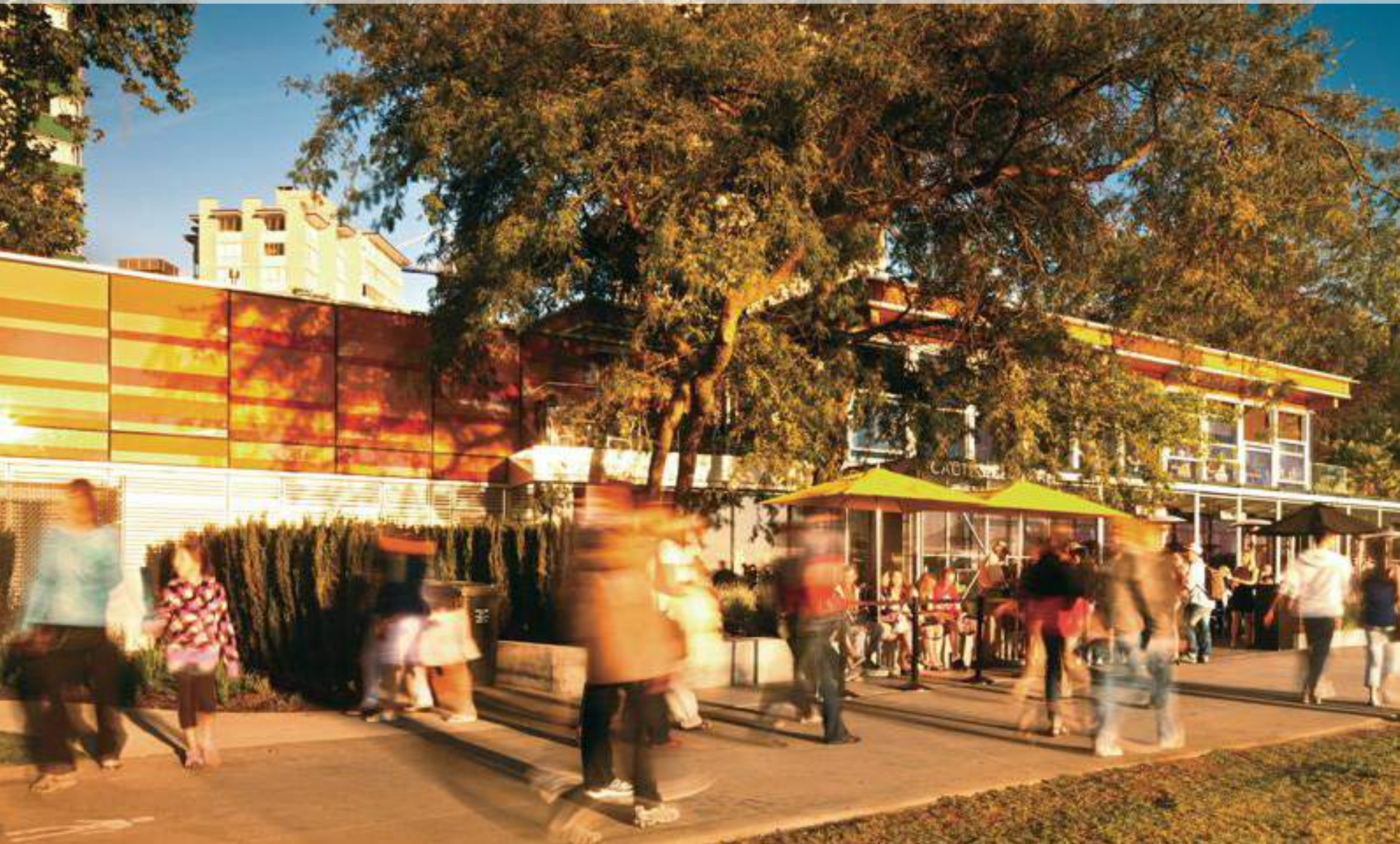


1971

**VALUES
NOT THIS!**



**VALUES
THIS!**



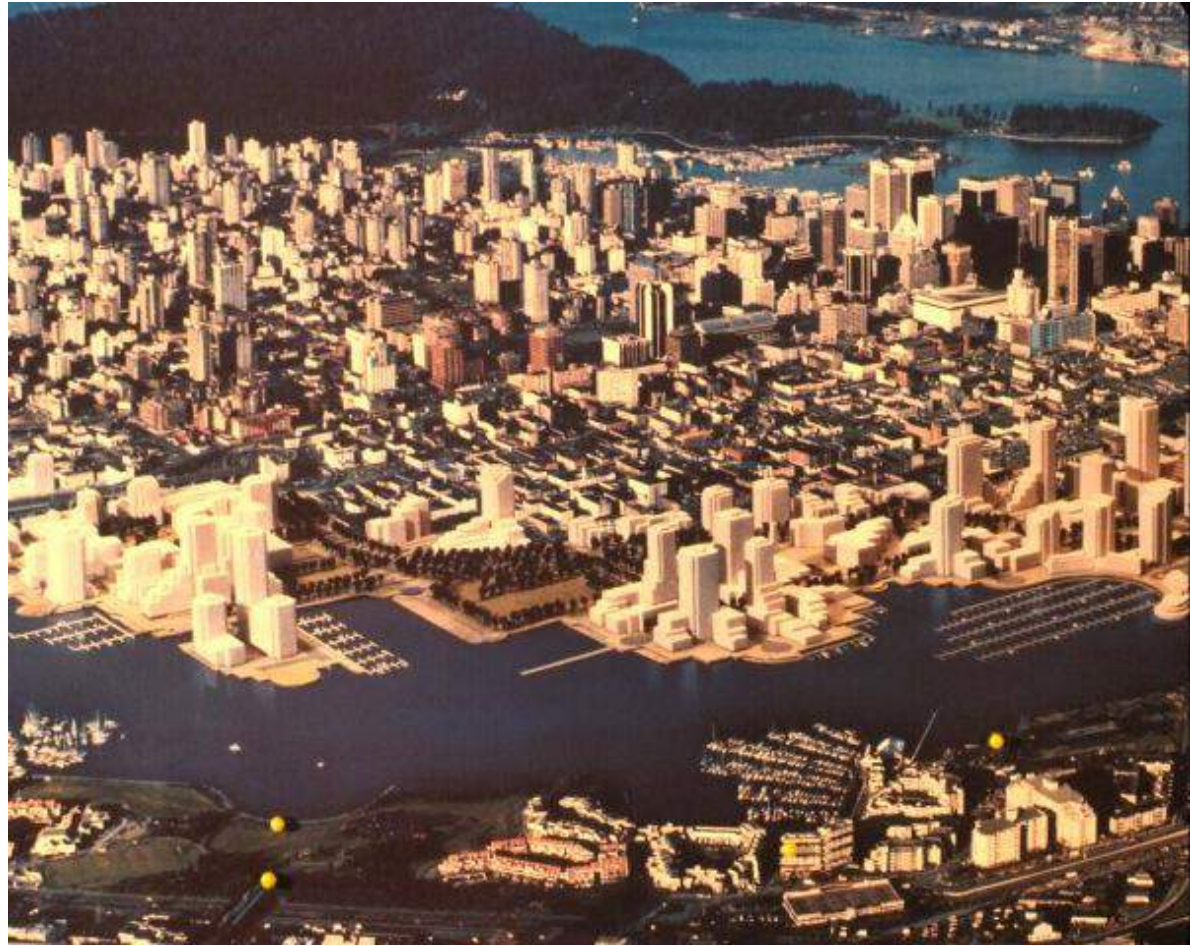
Pre-Expo 86 (early 1980s)



Expo 86



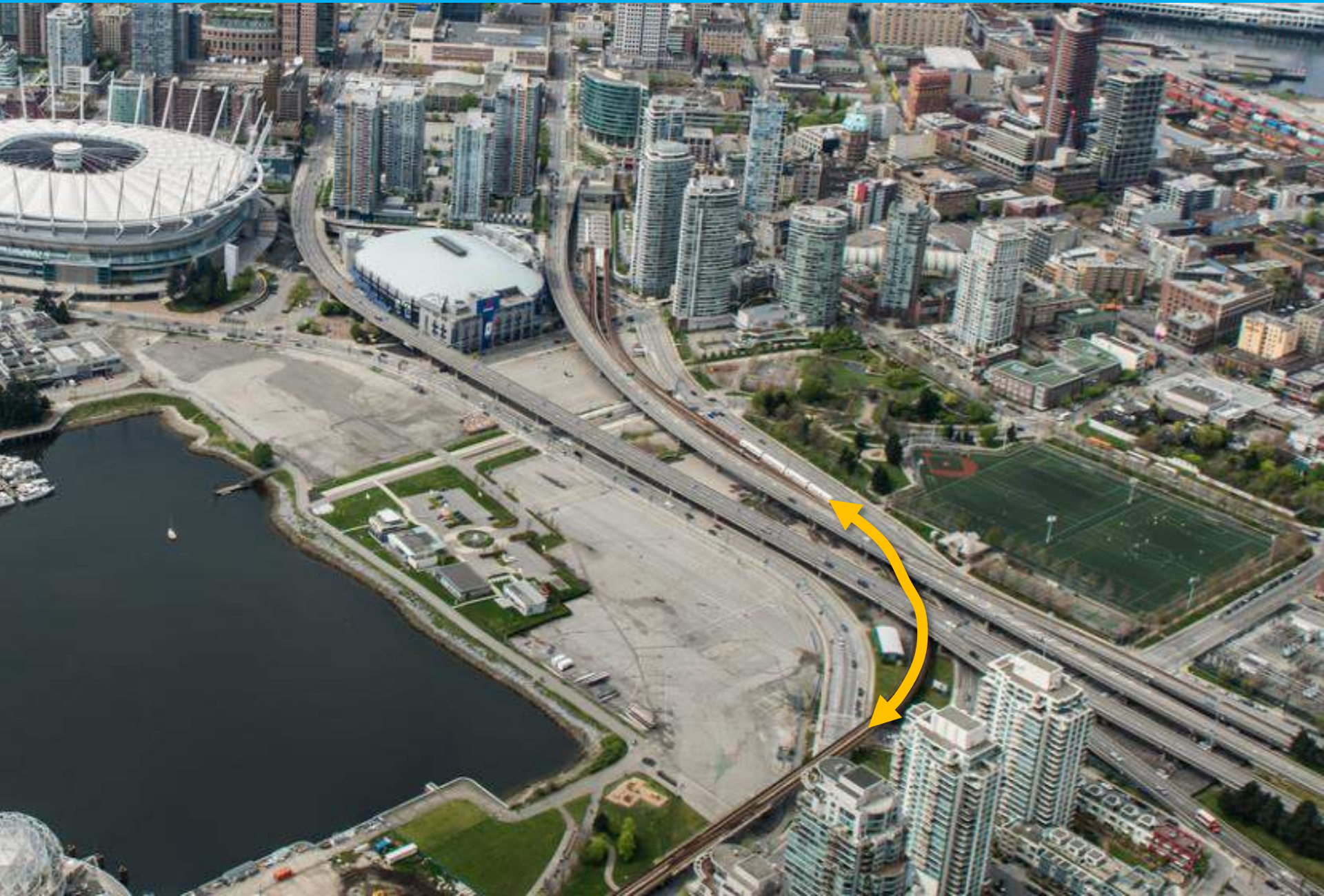
False Creek North ODP and Concord Pacific (1990s to now)



NEFC Today: An Important Opportunity in Time



NEFC Today: An Important Opportunity in Time

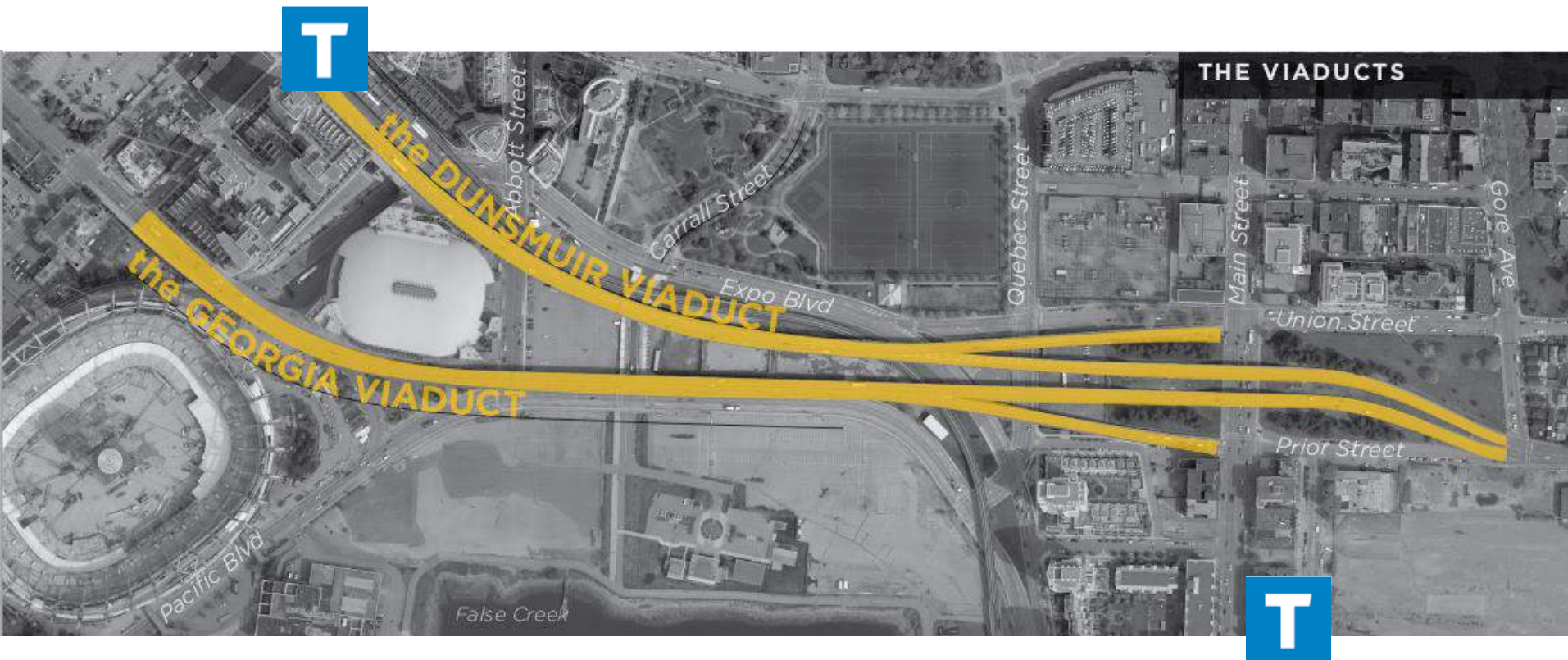


Viaducts - Barrier for The Community



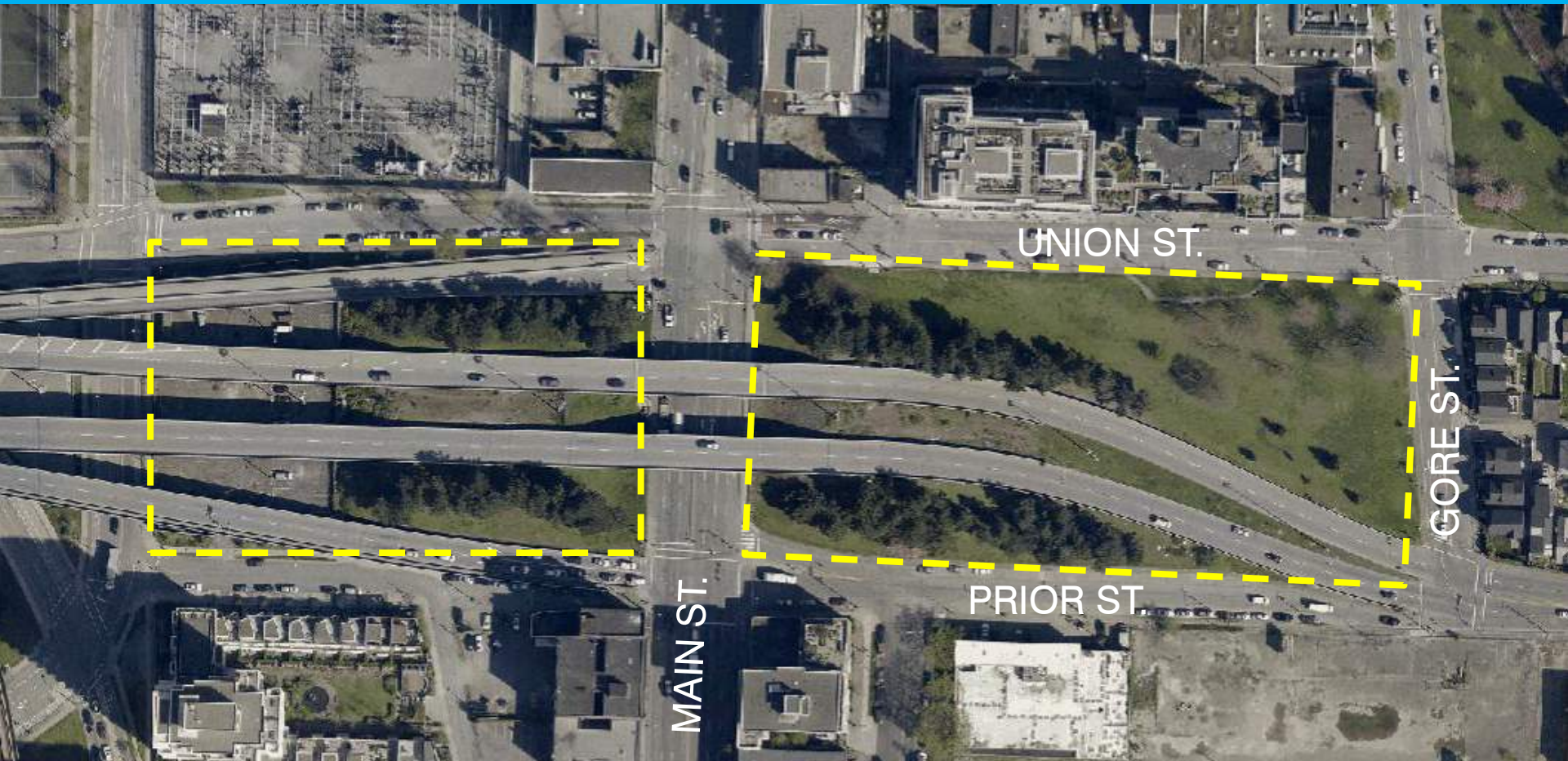
Separate historic communities from the water
The space between and beneath the viaducts is largely inaccessible and unused

Viaducts - Underutilized Infrastructure



With capacity to carry upwards of 1,800 vehicles per lane per hour, the Georgia and Dunsmuir Viaducts carry only 750 vehicles per lane per hour during their busiest hours, less than half of their designed capacity.

Viaducts - Land Intensive



2 full city blocks are used for the down-ramps from the viaducts

Disconnects Main Street

Viaducts - Expensive

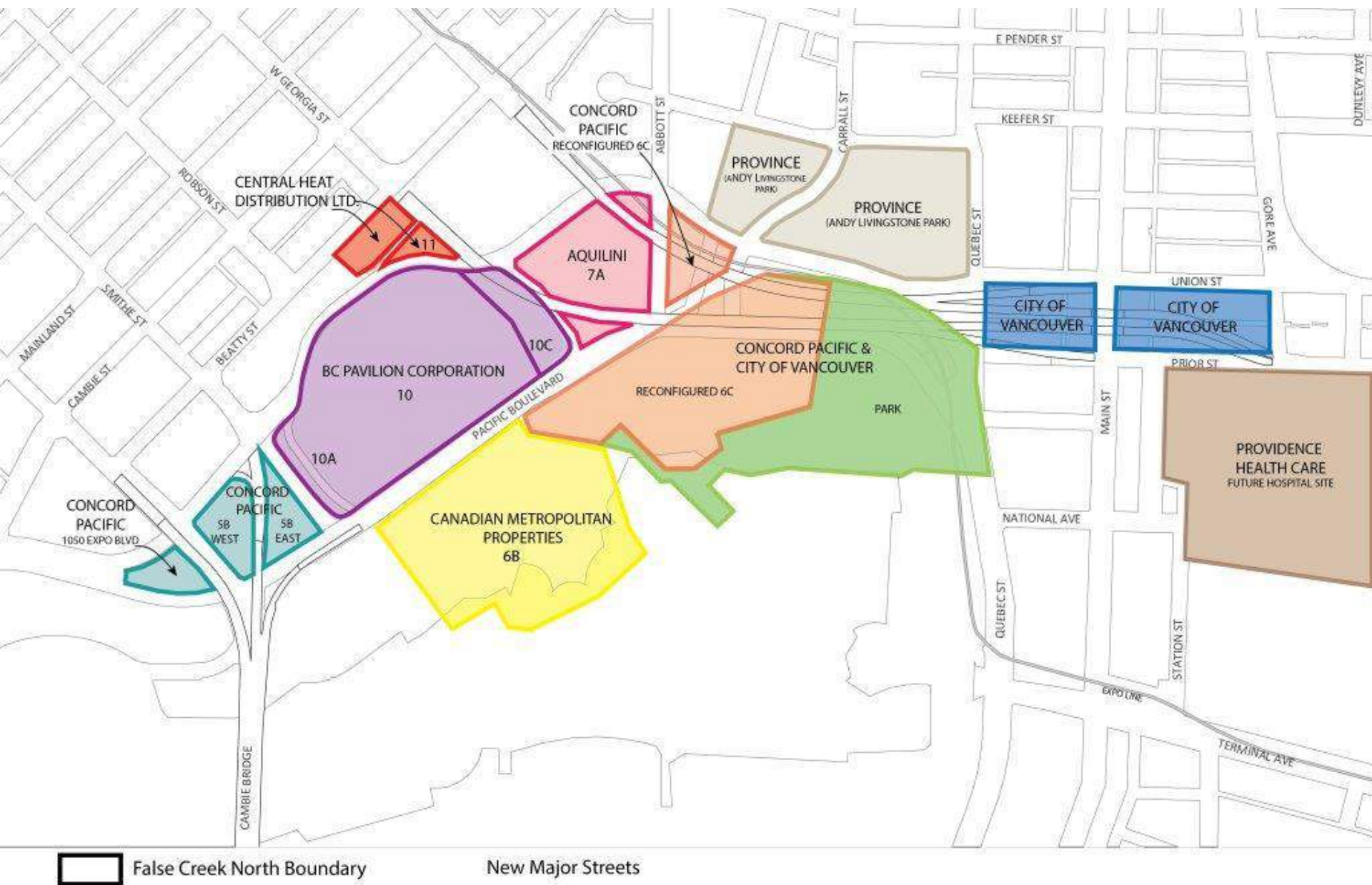
5-10X COST
vs. at-grade street



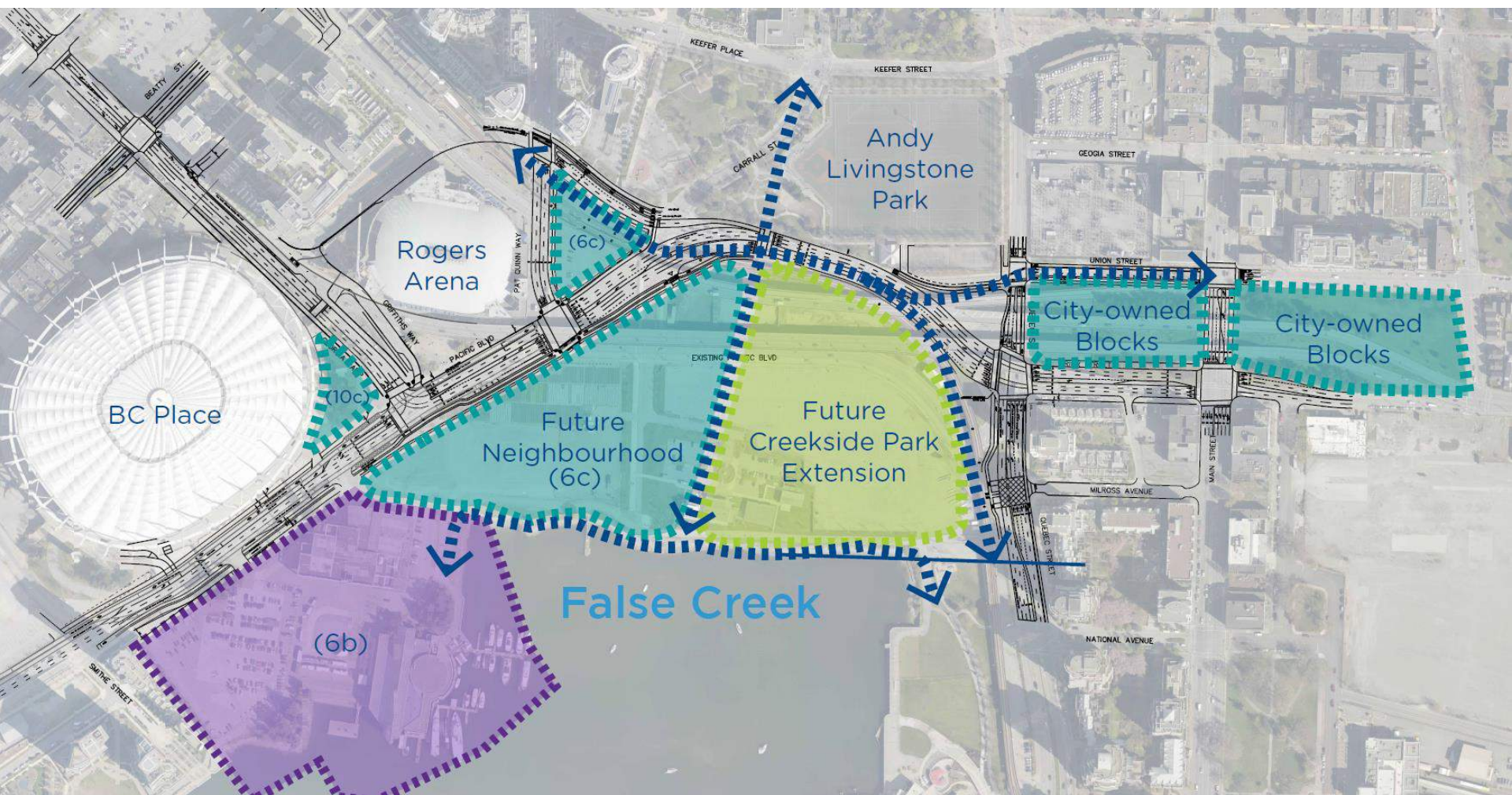
\$8-10M IN 15 YEARS
to maintain

\$60-80M
to upgrade seismically

An Important Opportunity in Time



Council Direction - A Guiding Framework



Council Direction – A New Transportation Network



Council Direction - A Guiding Framework



Council Direction - A Guiding Framework

The Vision

A vibrant new waterfront district that completes Vancouver's public waterfront and strengthens the special event function of the area

10,000 - 15,000 residents and 5,000 - 6,000 jobs

A gross density of 3.3M – 3.8M sq.ft. of mixed use development, with at least 1.8M sq.ft. of new job space

A target of 20% of new homes delivered as affordable housing

A target of >13.75 acres of new park and open space

Self-funding, with infrastructure and other public amenities (eg daycare, community centres, social housing) achieved through increased density



Community Values Consultation

Community Consultation

Phase 1 of the Area Plan process (September 2016 and March 2017)



1000+
people attended
our Launch Event on
September 15th 2016



244
stakeholders attended
one of 9 topic specific
workshops



2248
respondents
completed the
Skate Plaza Survey



300+
people took part in NEFC
themed projects designed and
led by CityStudio students



10
City Advisory Committees
were consulted on the NEFC
planning process



1576
unique visits to the
online engagement
tools



Community Consultation

Overall Feedback



Affordability



Vibrancy



**Accessibility
+ Inclusion**



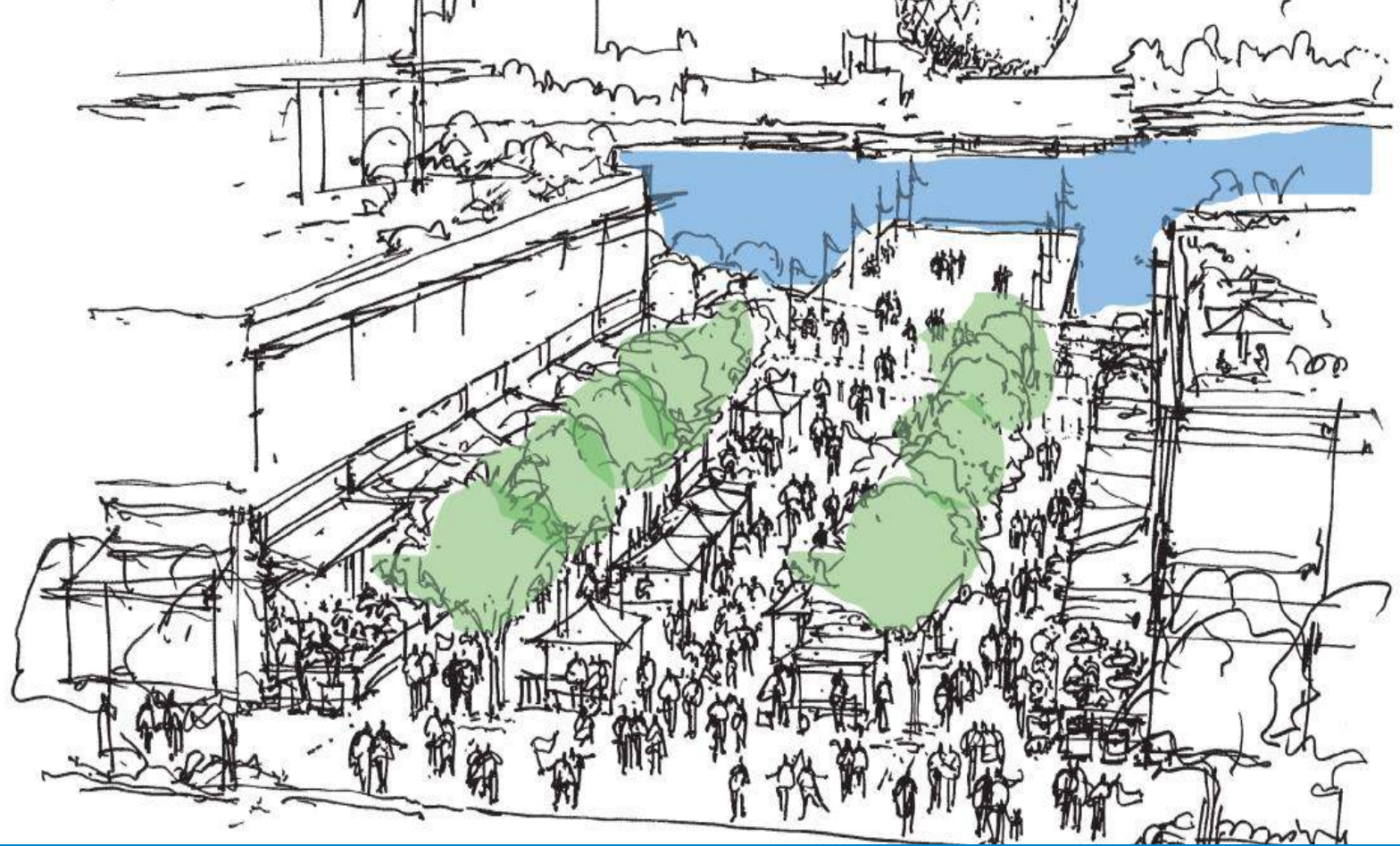
**Honouring
History**



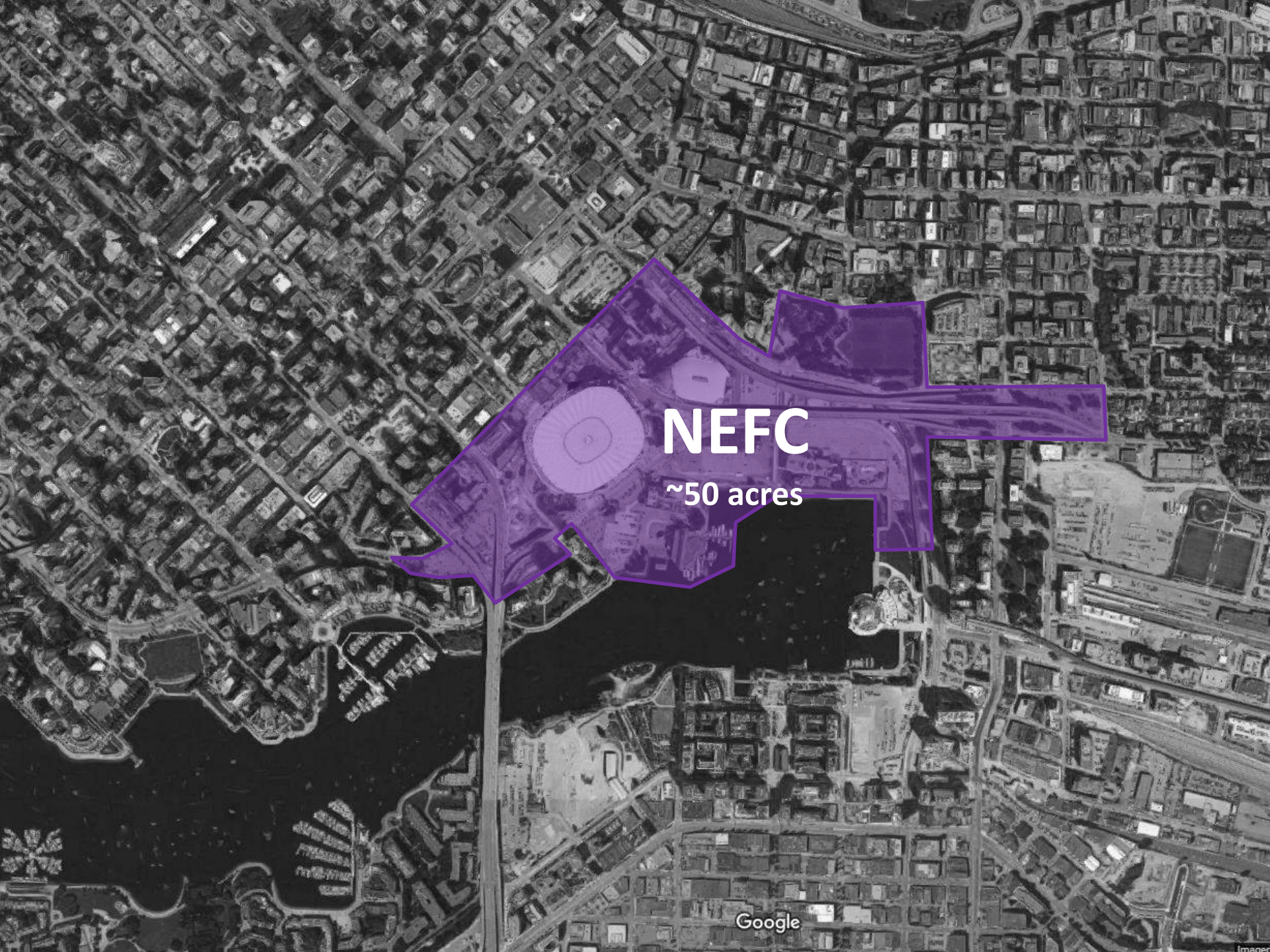
Connectivity



**Creativity in
Design**



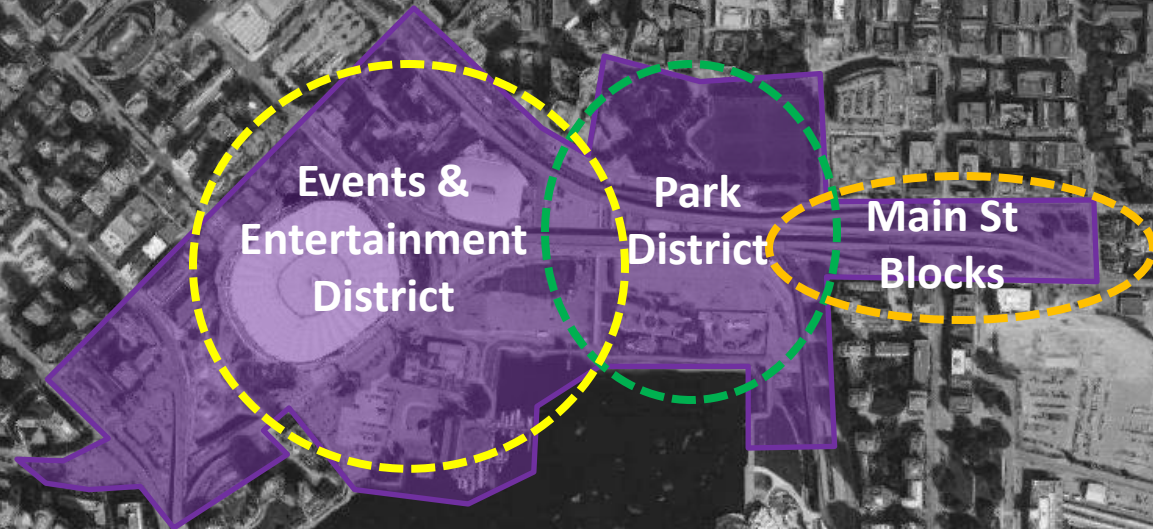
Urban Design Principles



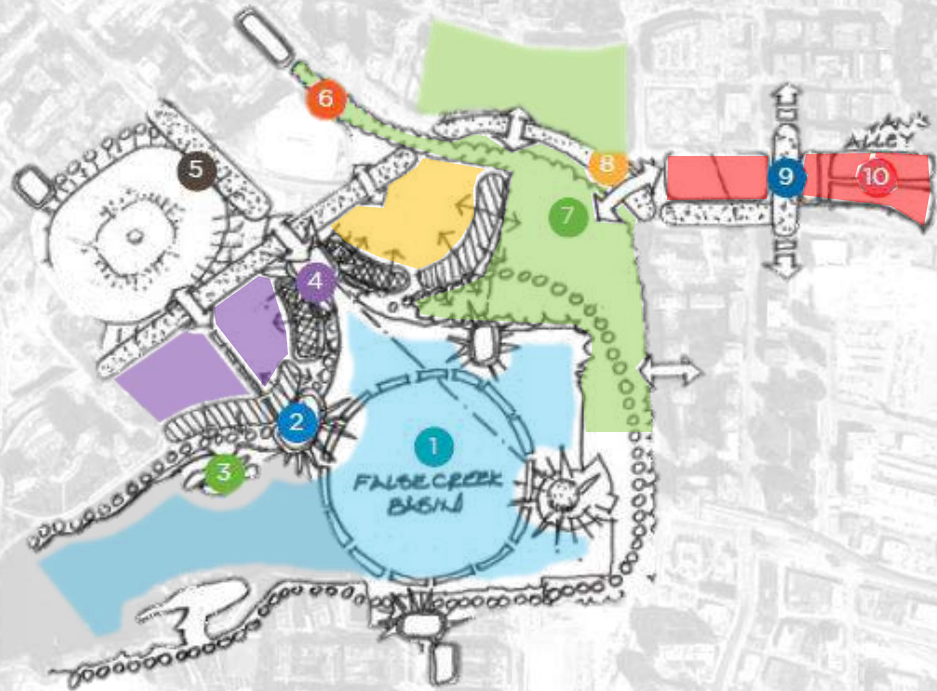
NEFC

~50 acres

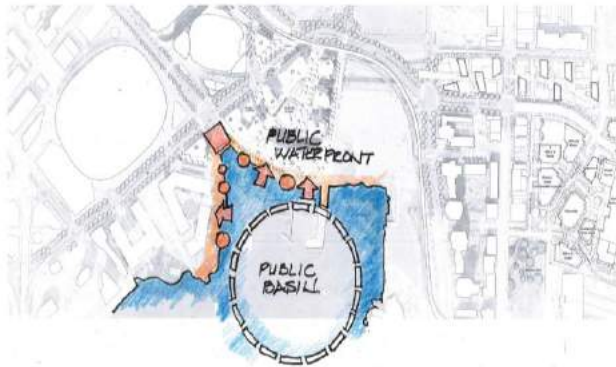
Three Distinct Districts



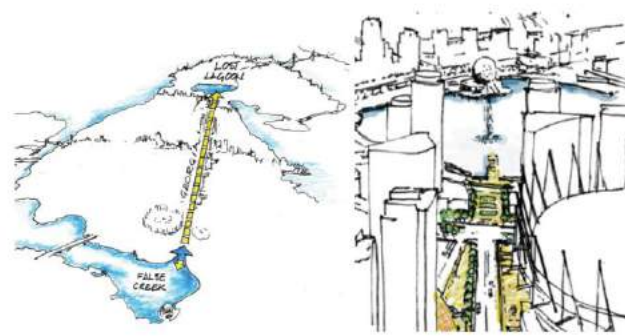
10 Great Places for Public Life



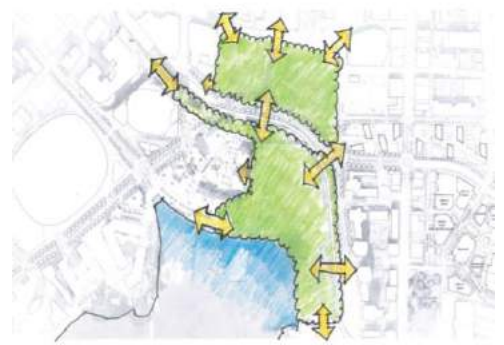
False Creek Public Basin and Waterfront



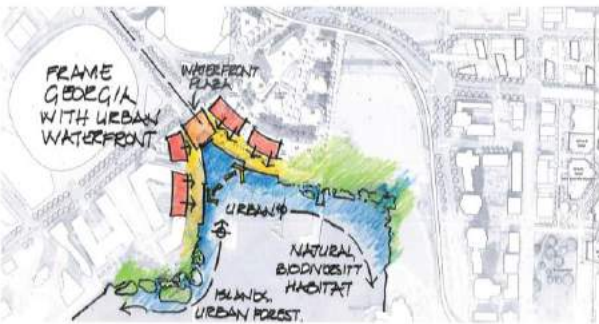
Water to Water



Connected and Prominent Park



Bring the water to Georgia Street



An urban waterfront for pedestrians



Engaged/Pacific/SkyTrain interface



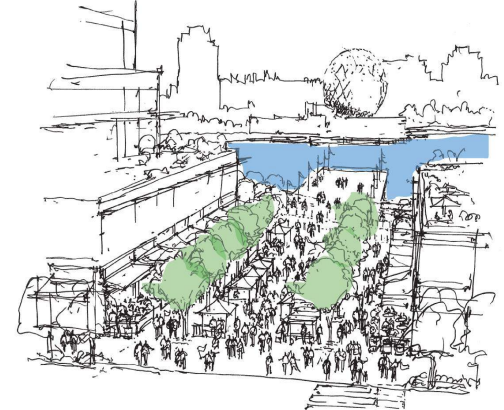
Pacific Boulevard Great Street



Water/Park/Mountain View



Public Life and Public Places





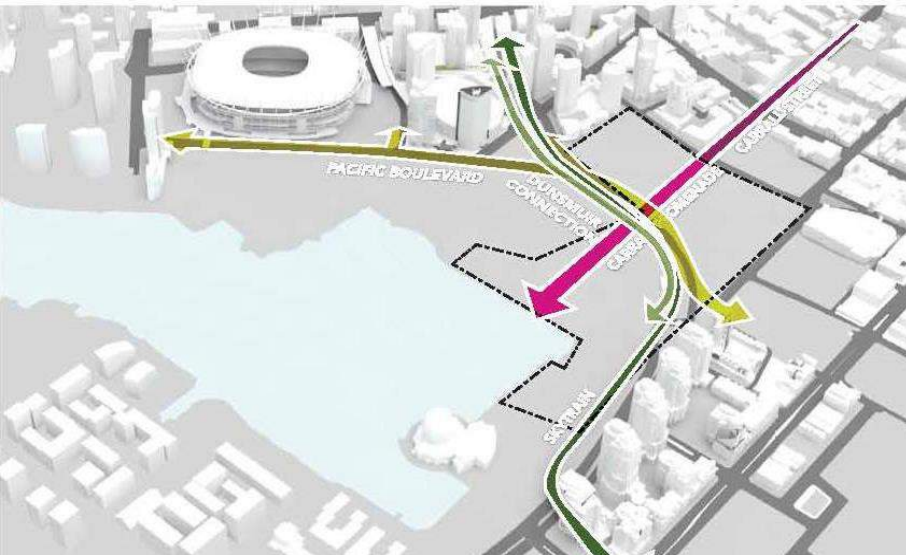
Park Design Concepts

NEFC Park



>13.75 acres of new parks and open spaces

Carrall Promenade and Connectivity



Tree Promenade

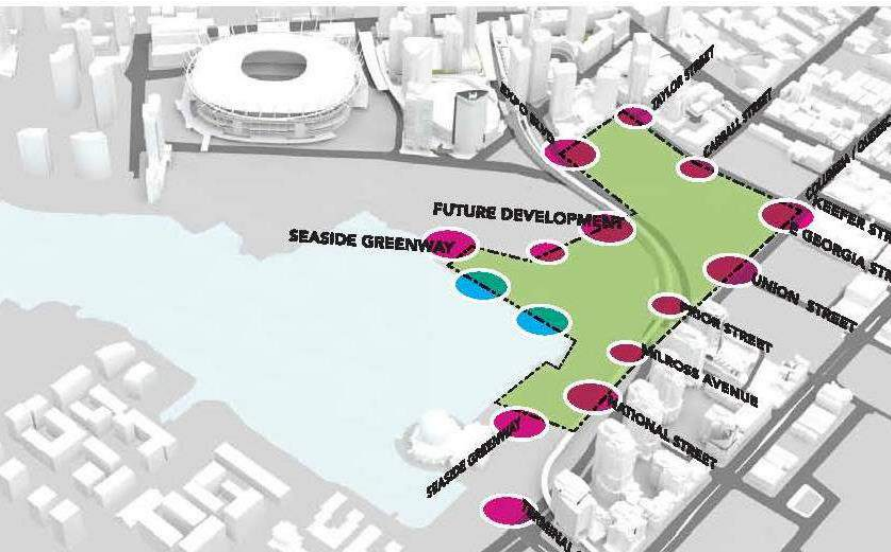


Green park edges

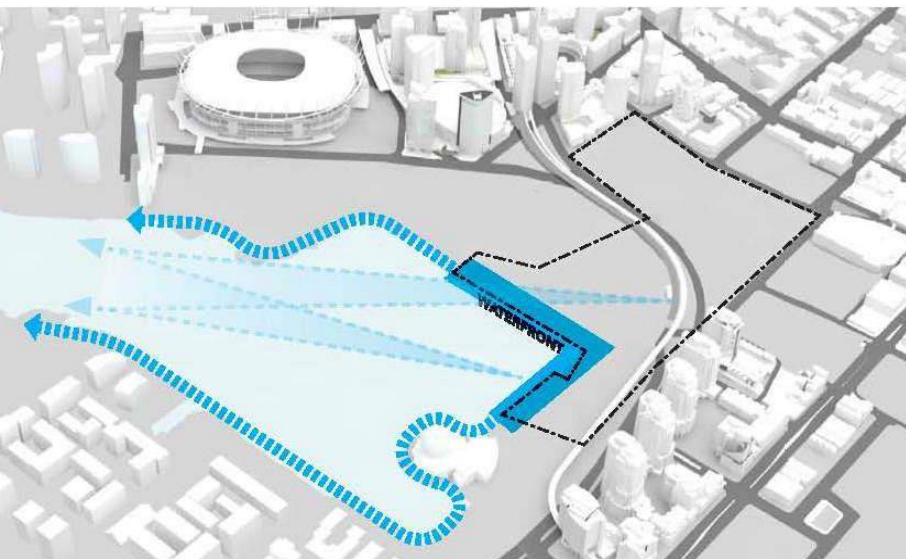


Look out

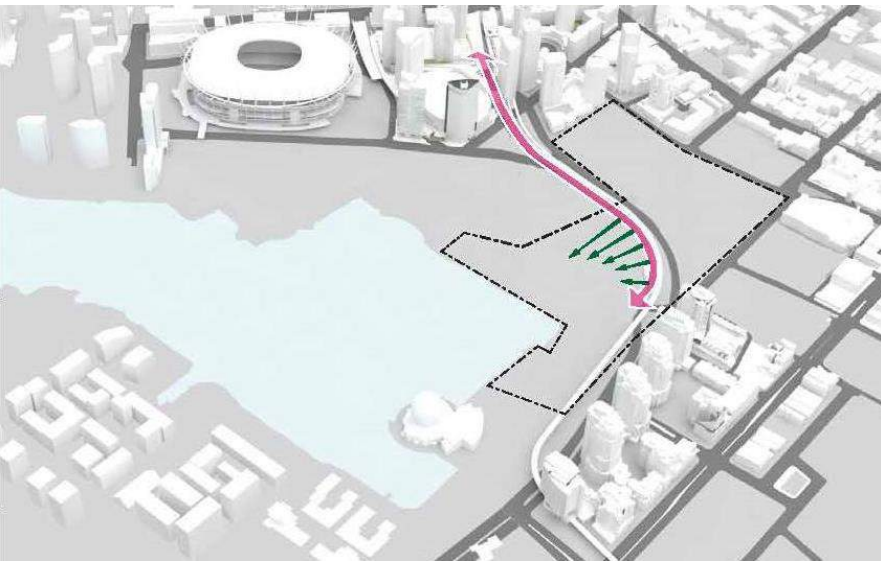
Access Points, Amenities and Frontage



Waterfront Views



Dunsmuir Bicycle/Pedestrian Connection



Amphitheater bowl



Elevated park



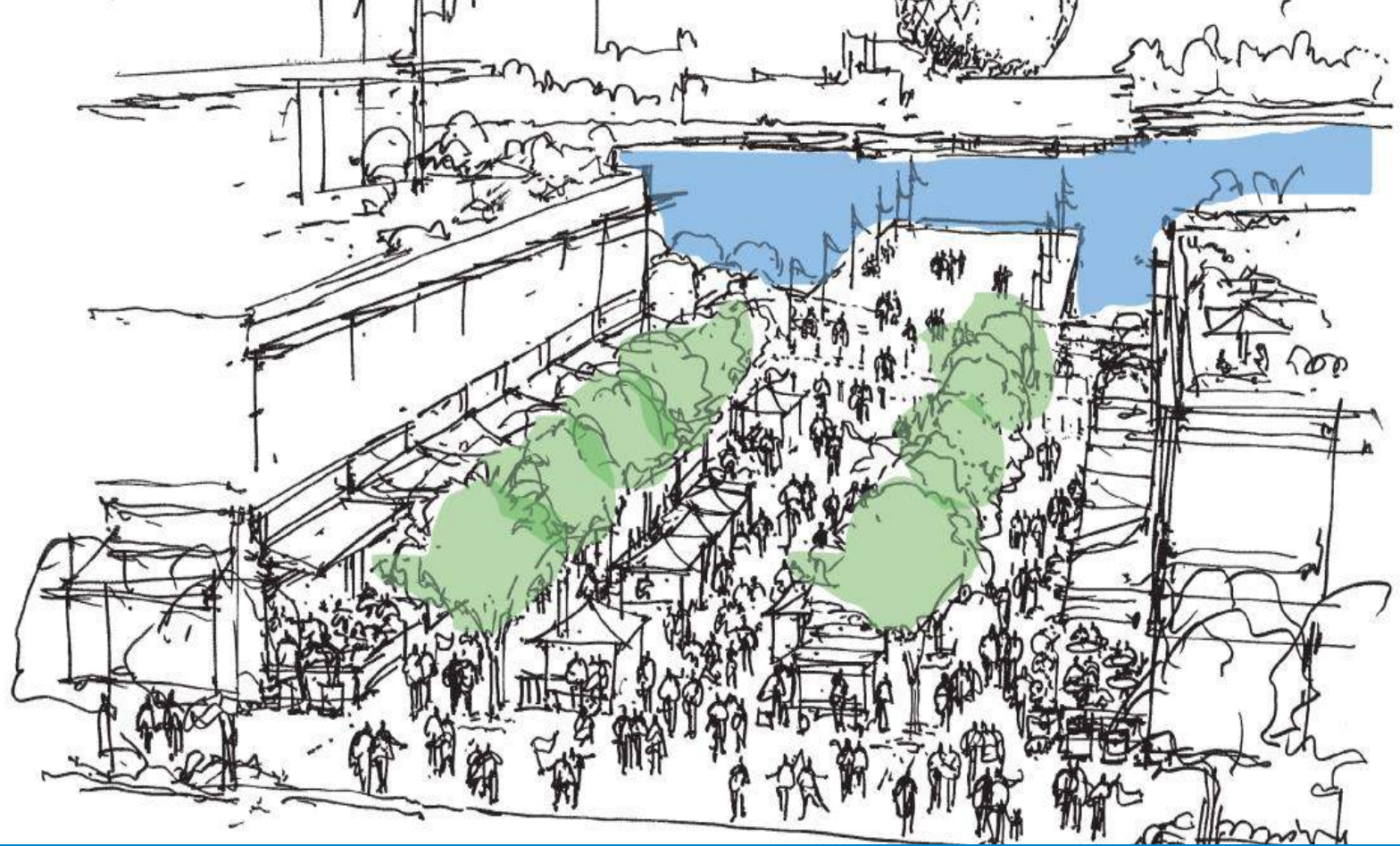
Biking connection

Balanced Program

PASSIVE ← → ACTIVE



Flexible spaces for events + community



Great Streets Design





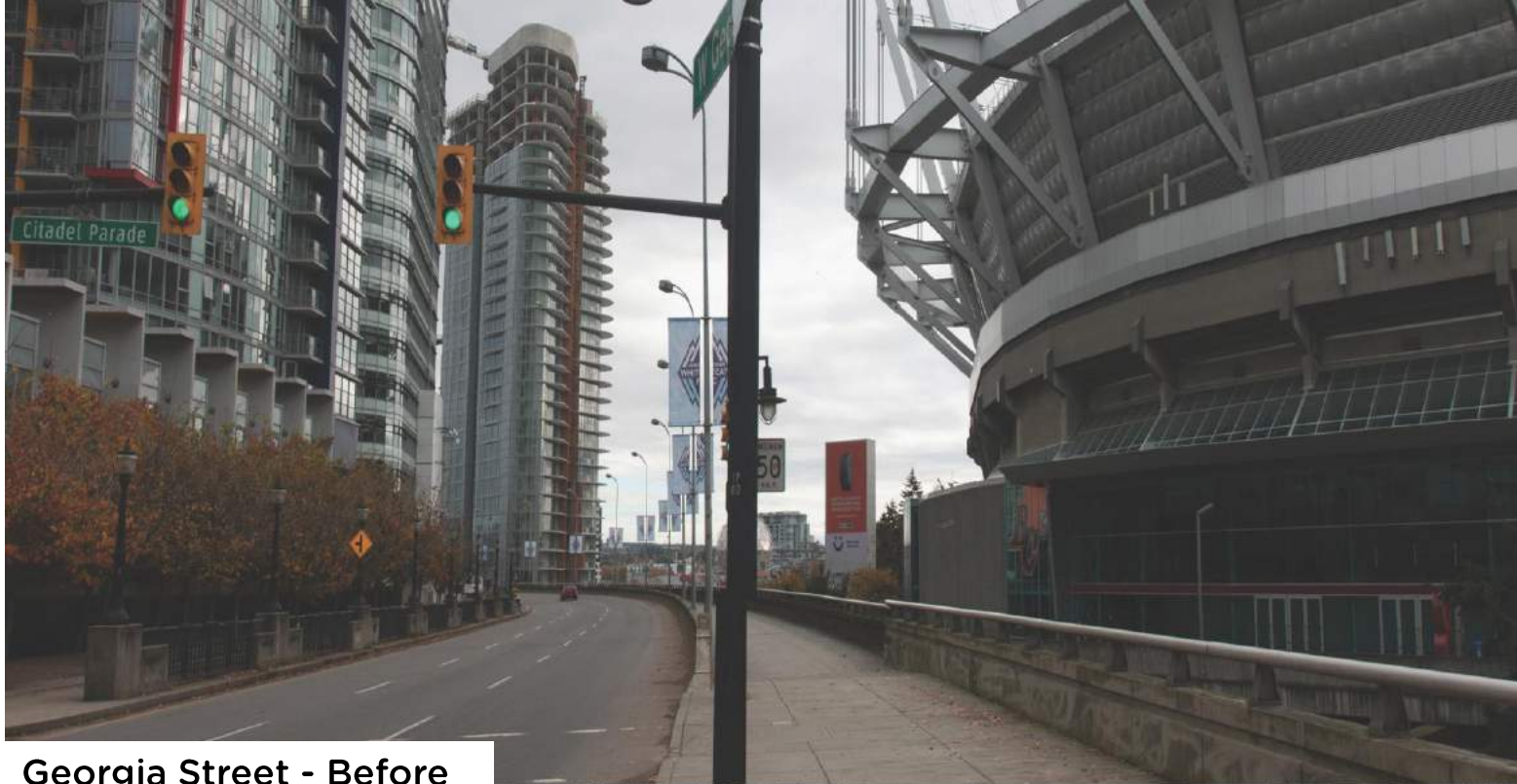
Main Street - Before





Main Street - After





Georgia Street - Before





Georgia Street - After





Pacific Blvd - Before





Pacific Blvd - After



Next Steps: Project Timeline



THANK YOU!

