

**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)

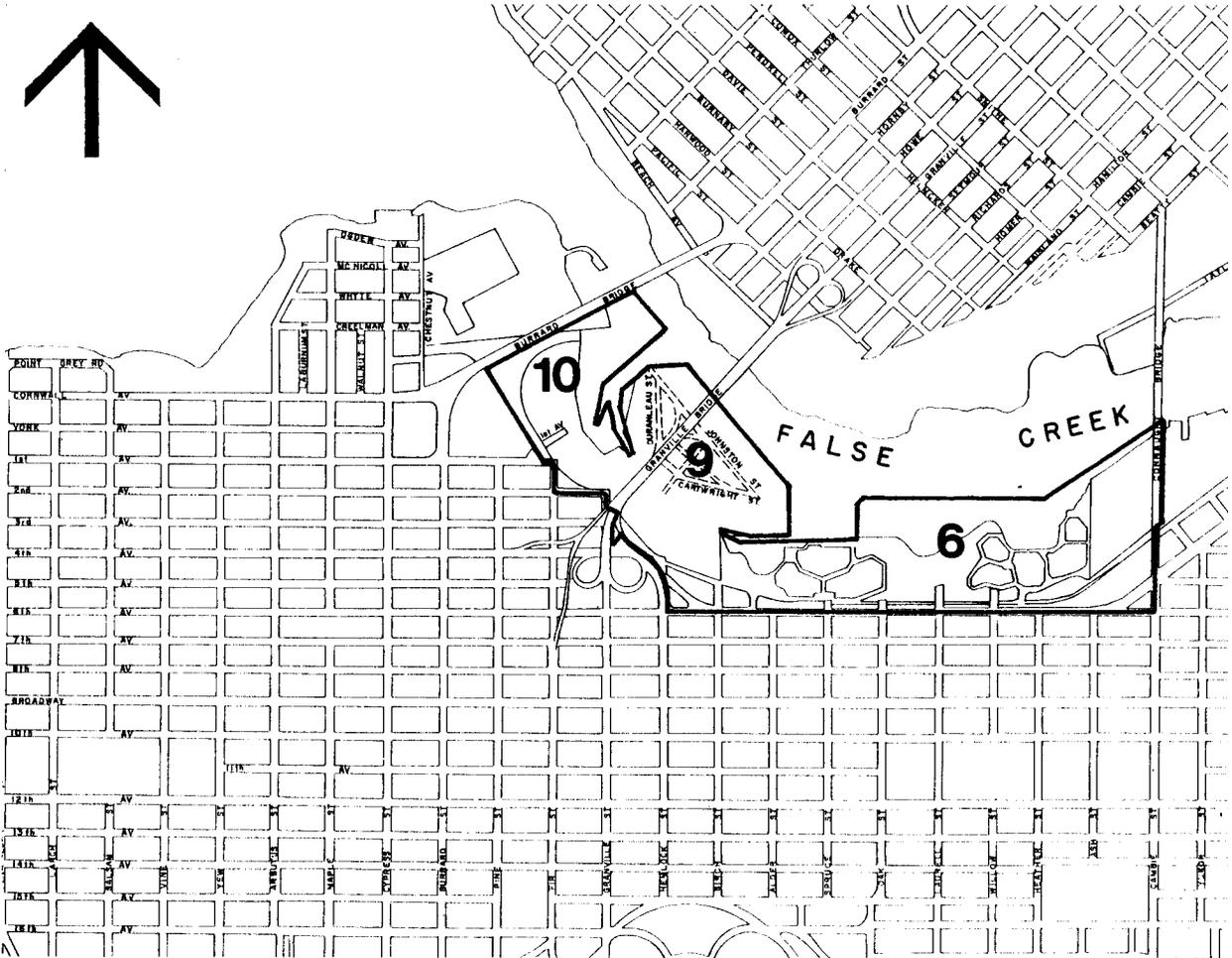
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False Creek Official Development Plan

Application and Intent

A By-law to regulate development in a portion of that part of the City of Vancouver for which the zoning district is described as “False Creek Comprehensive Development District (FCCDD)”, which portion is shown below outlined by a heavy black line:



The False Creek Comprehensive Development District is of sufficient magnitude, and the developments within it will be staged over a sufficiently extended period of time, that detailed regulations and plans cannot be drawn too precisely. Modifications to the specific policies and regulations set out in this By-law may be adopted by City Council from time to time. City Council shall receive advice from the Development Permit Board and the Vancouver City Planning Commission before adopting modifications to this By-law in whole or in part.

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 definitions contained in Section 2 of the Zoning and Development By-Law, No. 3575, shall apply to this Official Development Plan, except as varied or supplemented by the following:

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

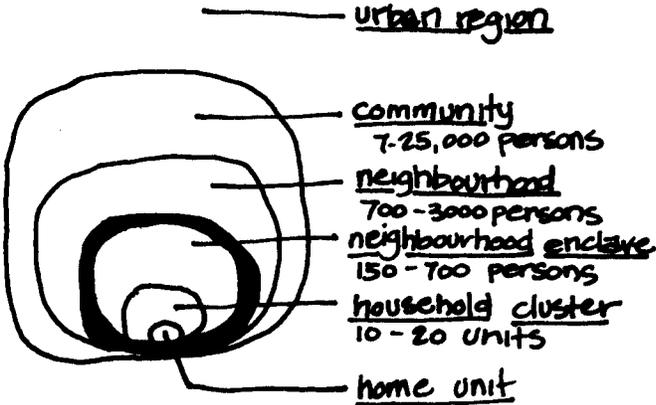
- (a) Noise Outdoor Environment - In recognition of the differences of tolerance to noise for different activities, the following are to be used as planning criteria.

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

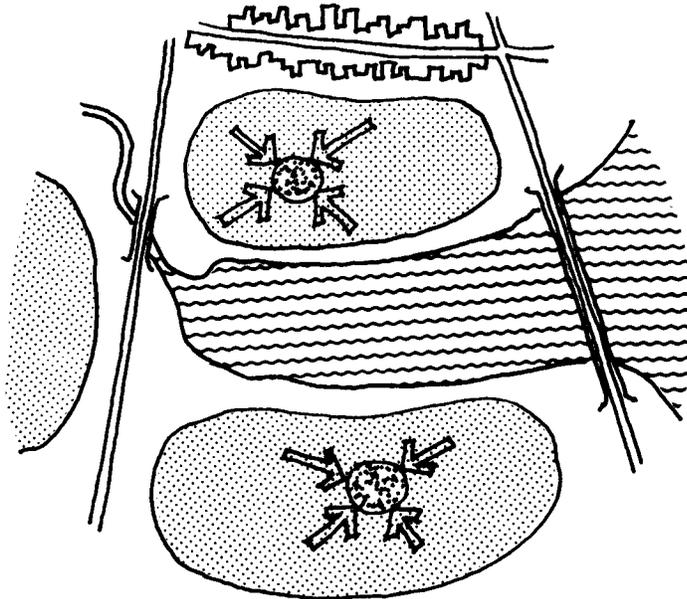
In areas of transition from one use to another, a compromise in the criteria may be necessary.

1.3 Design Guidelines

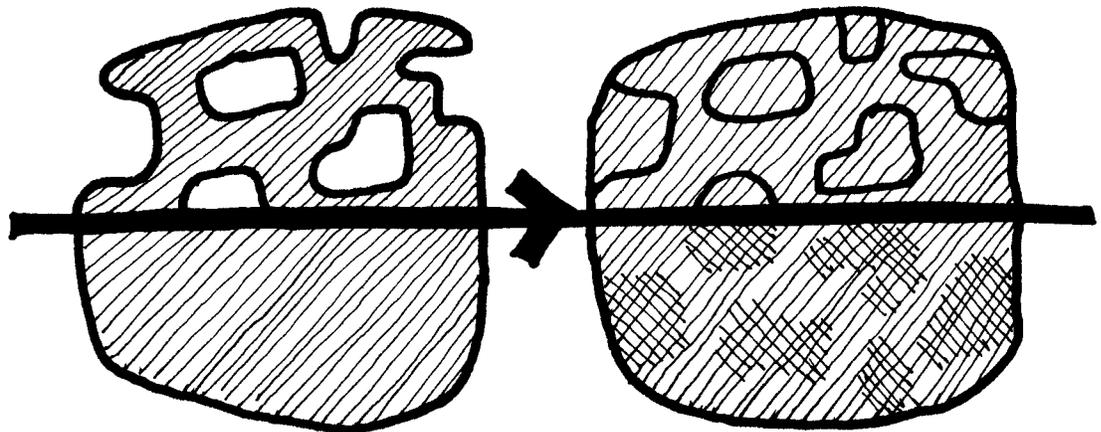
- (a) Neighbourhood Enclaves - Arrange urban land to form many small enclaves of residential use, separated from one another by swaths of non-residential land (parks, schools, major pedestrian streets, commercial) which form the enclave boundaries. Make the enclaves really small, perhaps no more than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



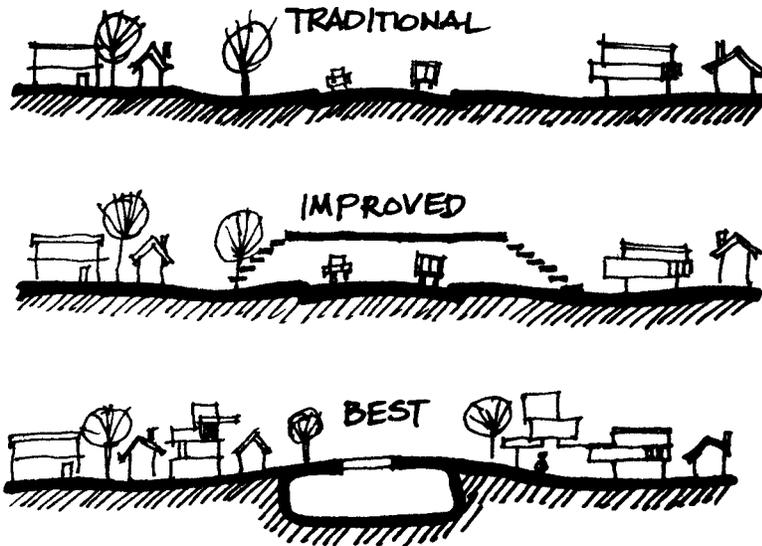
- (b) Neighbourhood - To promote common awareness in residential areas, shape all neighbourhood enclaves so that they are basically round. Ensure that length is never more than twice the width.
- (c) Community Forum - Establish within each community a local forum -- a place where people can come together.



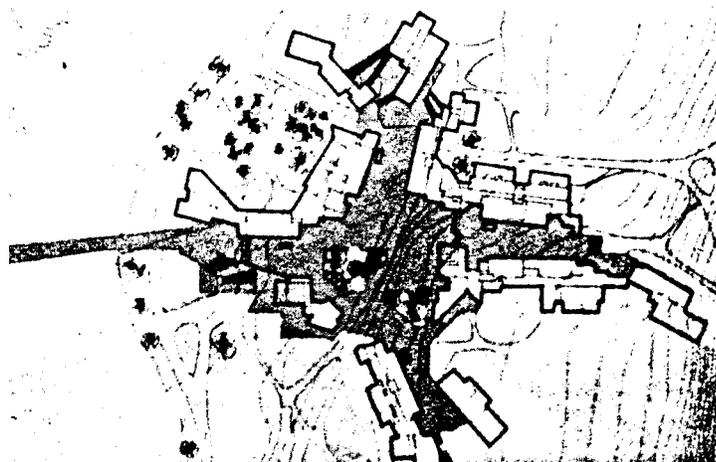
- (d) Adaptable Communities - Ensure that newly developed communities can adjust and change from within, as future needs are manifested. If unbuilt spaces or areas of relatively low density are maintained in the first development stages, subsequent change will be facilitated.



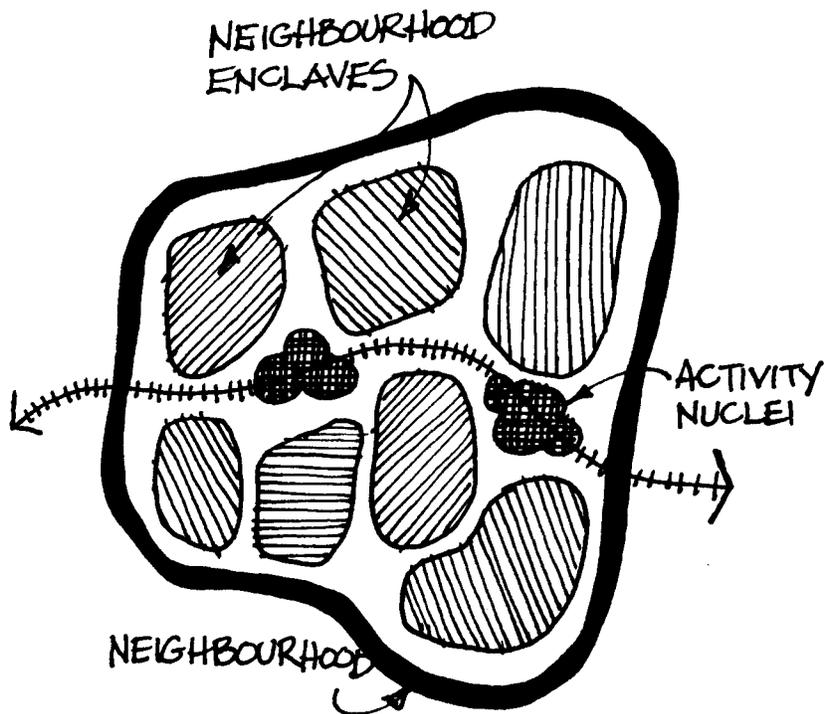
- (e) Communities Flow Over Traffic Arteries - Reroute major traffic arteries around communities. Where this is not possible, bridge the area over the road and reduce the exposed roadway to a minimum.



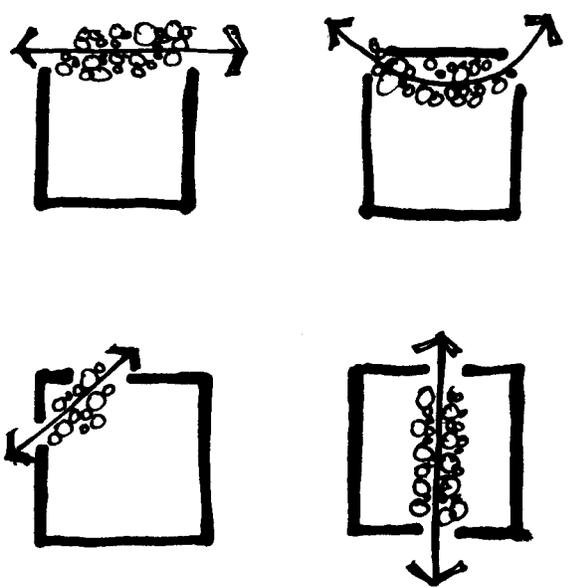
- (f) Pedestrian Activity Focus - Create one major central place in each community where people can come together and orient themselves to the activities around. Make major pathways converge at this node and ensure that the highest and most public concentration of activities occurs here.



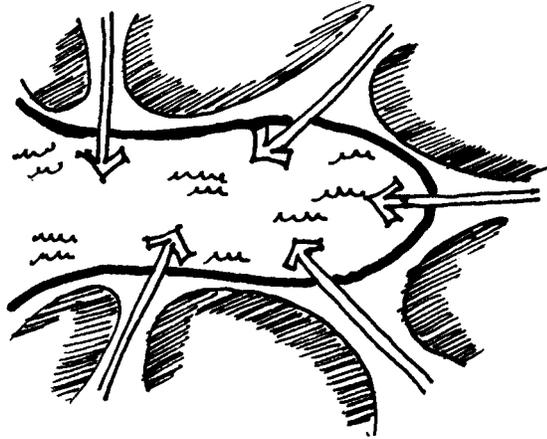
- (g) Intercommunity Public Transit - Existing rail rights-of-way should be considered for an appropriate transit system.



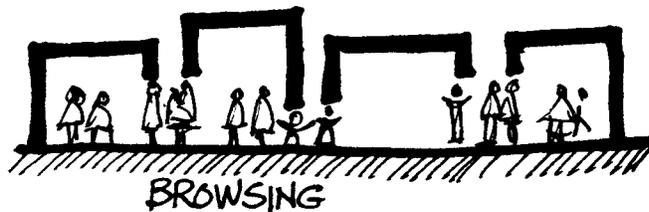
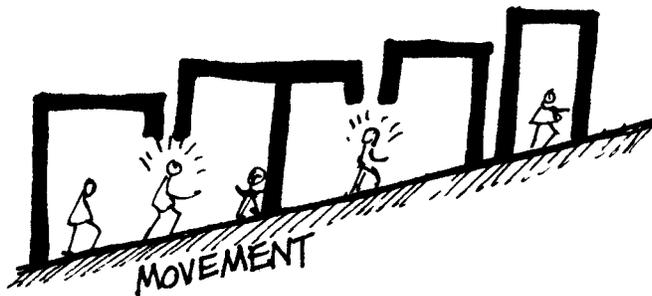
- (h) Building Thoroughfare - Place a natural pedestrian thoroughfare through public places in buildings where it is hoped that people will linger. Make the thoroughfare a short cut with respect to paths around the facility -- line it with opportunities for involvement, places to sit, displays, etc.



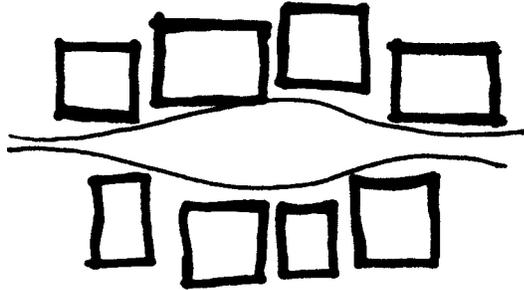
- (i) Reference Points - Shape development so that within a few moments of every point, one has a vista of a large natural amenity or some other urban reference point.



- (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.



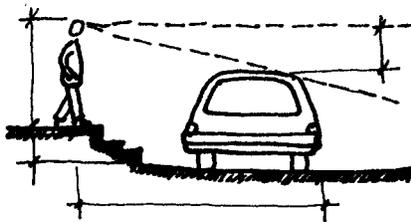
- (l) Streets to Stay In - Make pedestrian streets subtly convex in plan, with seats and galleries around the edges and by narrowing of the path at both ends.



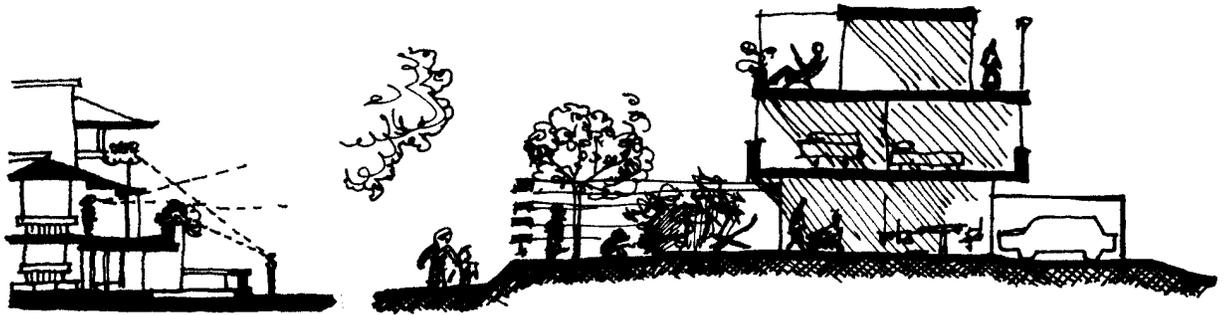
- (m) Half Levels - Where communication, movement and visual continuity is important, avoid full flights of steps. Create half level changes (less than 5-6 feet) and make sure that each level houses activities, and is not merely a landing.



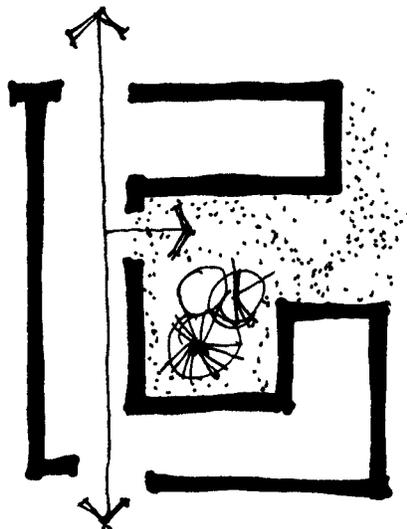
- (n) Pedestrians 18" above Cars - In areas where pedestrians are the predominant activity, provide a clear separation between pedestrians and vehicles, such as sinking roads and parking areas or raising paths so that the paths are at least 18 inches above the roads.



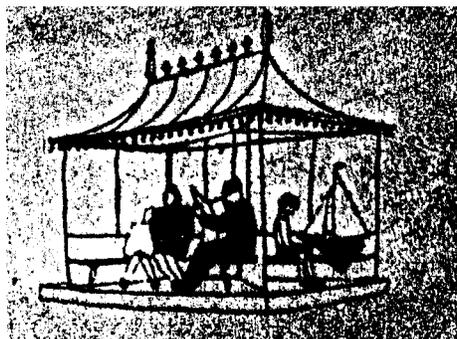
- (o) Privacy in the Home - Where units at grade face pedestrian activity, place a wide raised terrace between the living areas and the public activity so that from the outside you cannot see directly into the unit.



- (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.



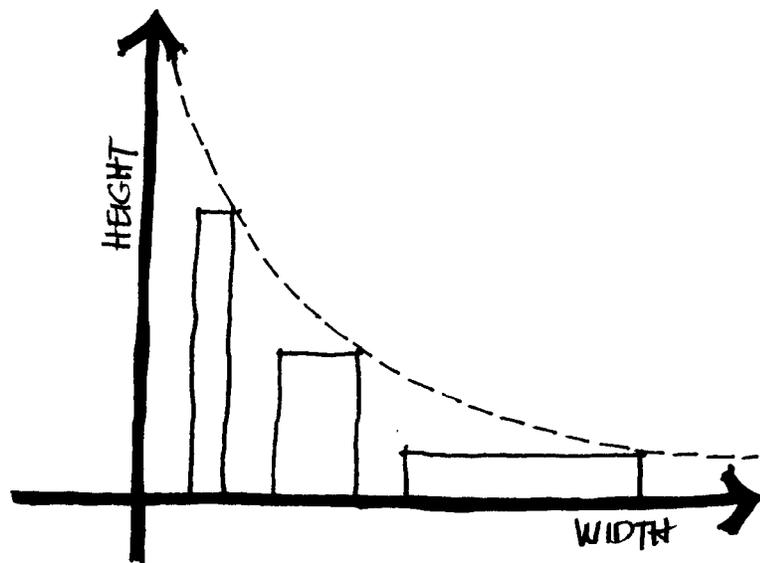
- (q) Public Outdoor Rooms - In every neighbourhood enclave, build at least one “multi-purpose outdoor room”.



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.
- (h) Temporary Modular Housing - Temporary modular housing is permitted, subject to Section 11 of the Zoning and Development By-law. Temporary modular housing is not subject to any of the use or design provisions of this False Creek Official Development Plan.

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
 - 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:

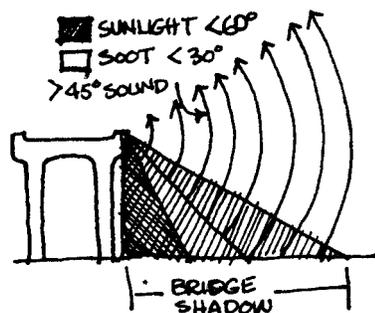
	Active Residential	Quiet Residential
Sound Transmission Class (STC-dBA)	45	50
Impact Isolation Class (ITC-dBA)	55	65
Sound Pressure Level (SPL-dBA)	35	30

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.

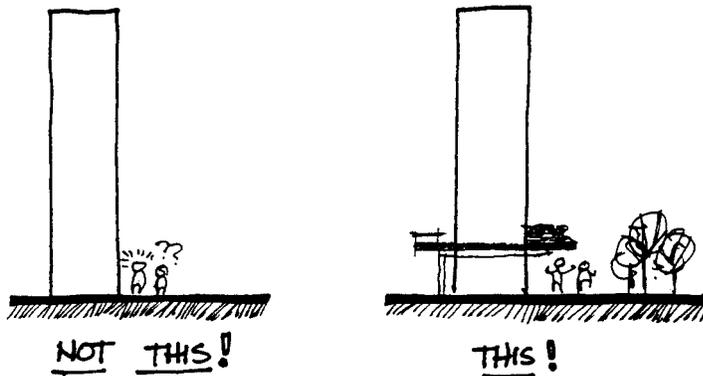


- (d) Residential Clusters - Residential development should be grouped to afford a minimum area occupied by streets and provide ample open space between building complexes.

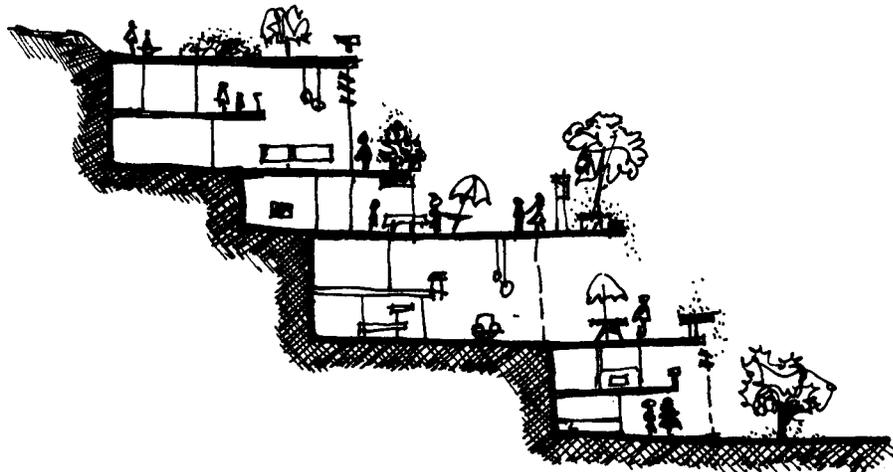
- (e) Large Buildings Overshadow Small - Avoid placing a tall building so close to a small building that it overshadows living areas of small buildings.



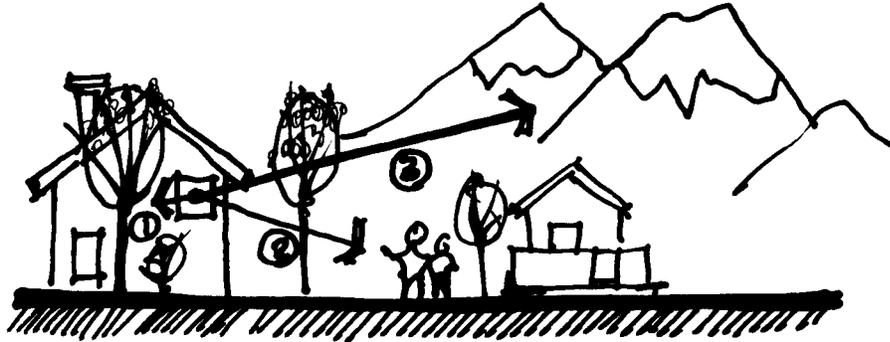
- (f) Taming Tall Buildings - In open spaces and streets to be used by the pedestrian, ensure that buildings fronting it above two storeys have the lower floors strongly articulated with canopies, signs or other means of visual interest. Treat upper floors so that they actually, or seem to, set back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



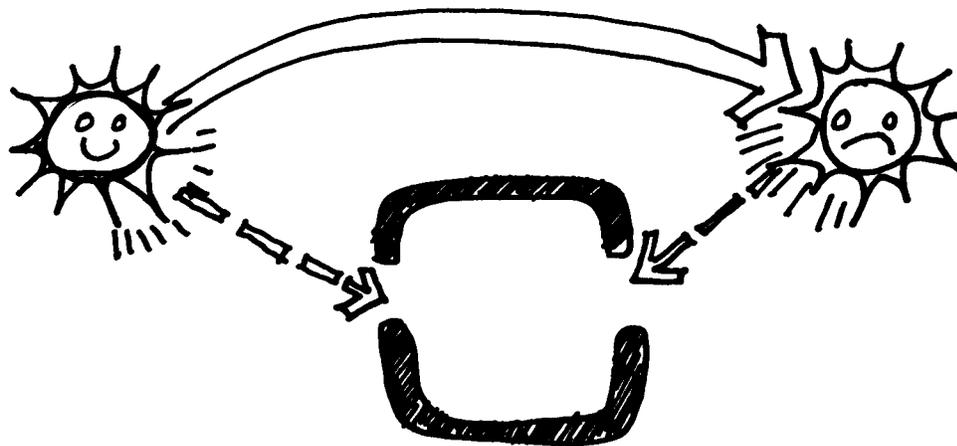
- (g) Roof Tops Are for Living - Flat roofs should be accessible to people and “roof-scaped”.



- (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.

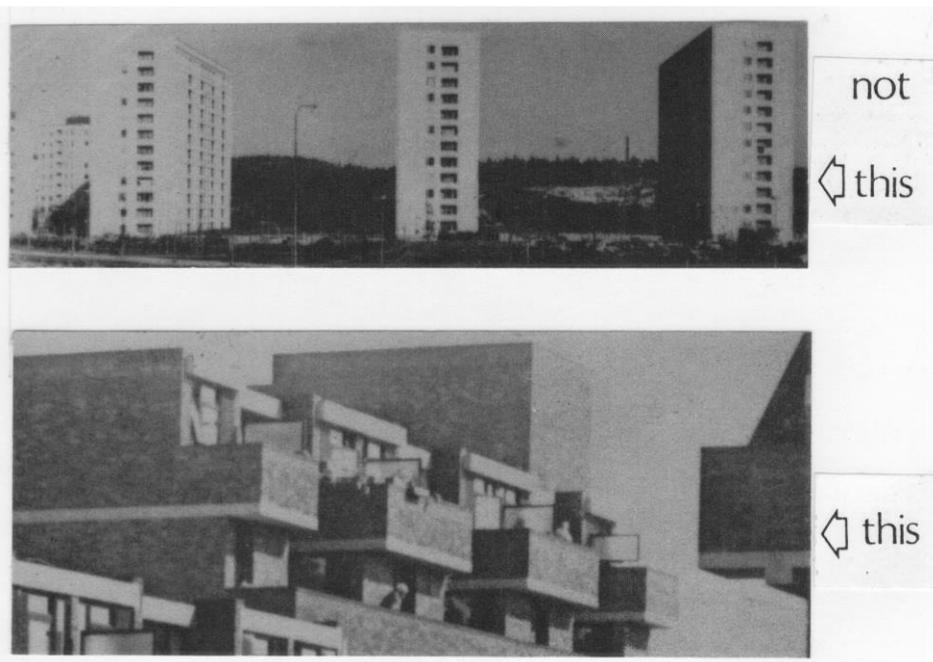


- (i) Sunny Main Rooms - Ensure that the most frequently used habitable rooms in every dwelling unit are capable of receiving sunlight.

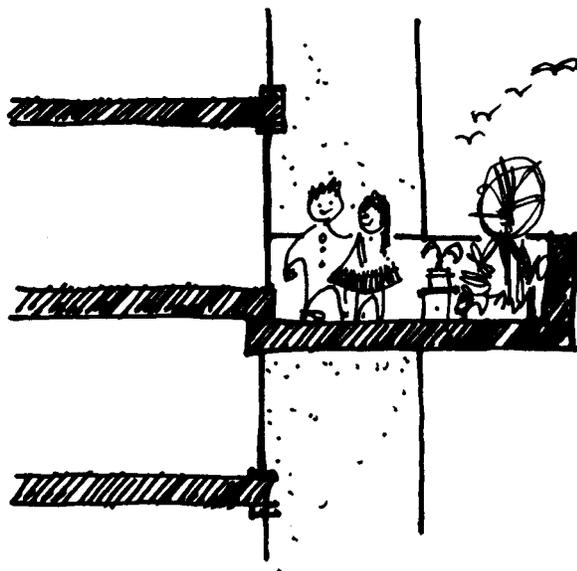


- (j) Six Foot Balcony - Make habitable indoor/outdoor space such as a balcony, gallery, porch, deck or arcade, at least six foot square.

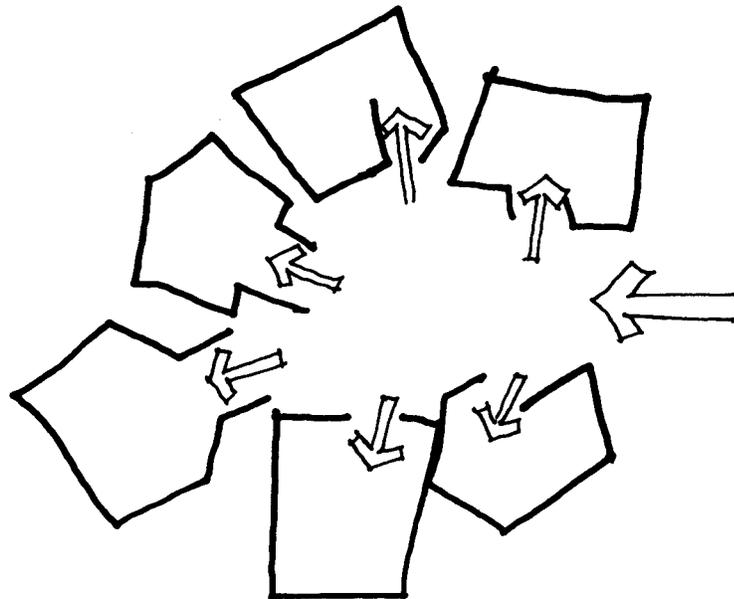
- (k) Distance Related to Balcony - Where the facade of a high-rise building faces another (or where another is likely), make sure that the faces of the main rooms in the unit have deep balconies.



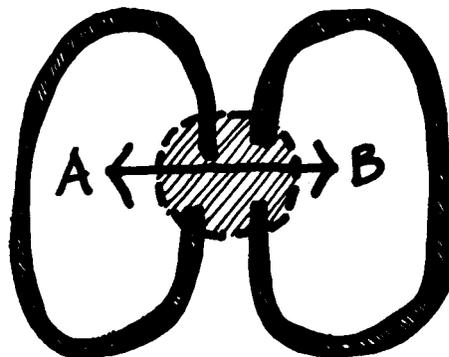
- (l) Earth Balcony - Consider providing dwelling units above grade level with their own "earth balcony", and design them so that bushes, small trees, shrubs, flowers and grass can be grown.



- (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 joggling 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.

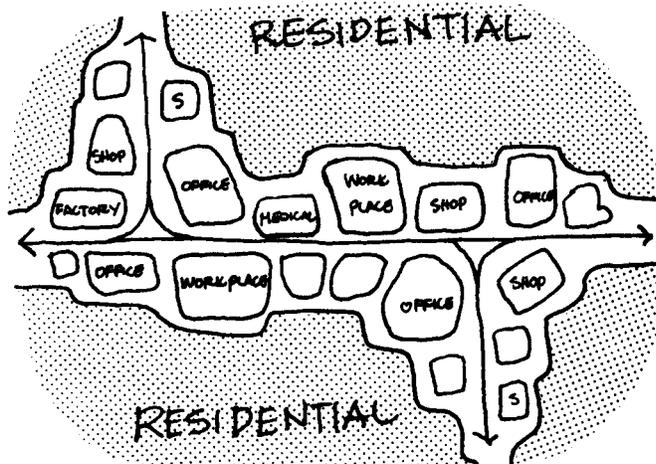
3.2 Interpretive Requirements

- (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.

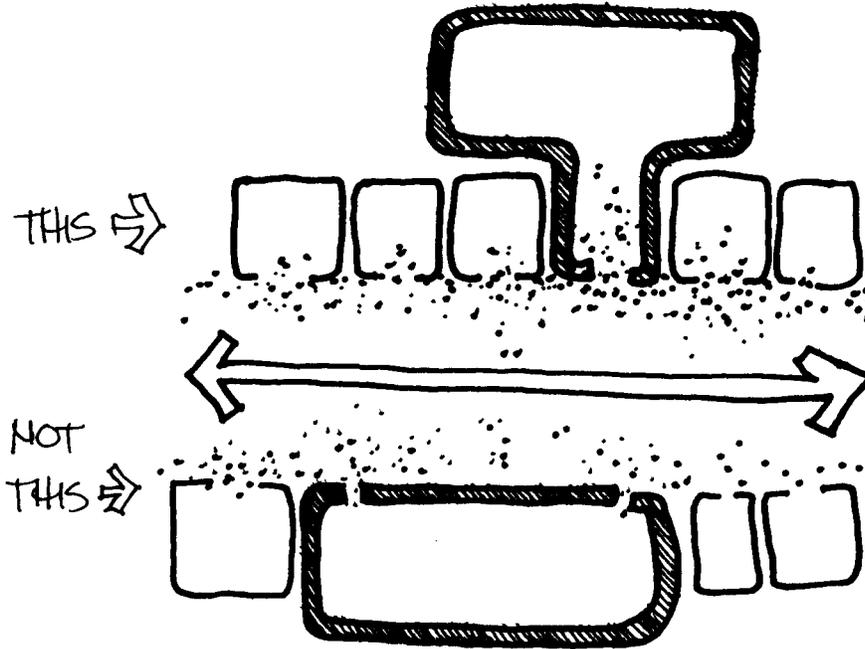
4.2 Interpretive Requirements

- (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.

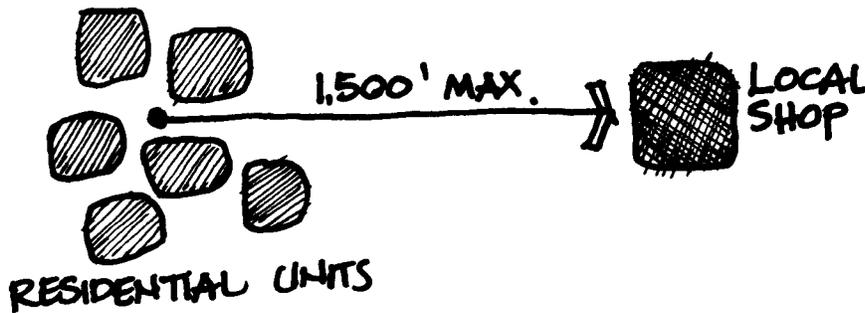
4.3 Design Guidelines

- (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.

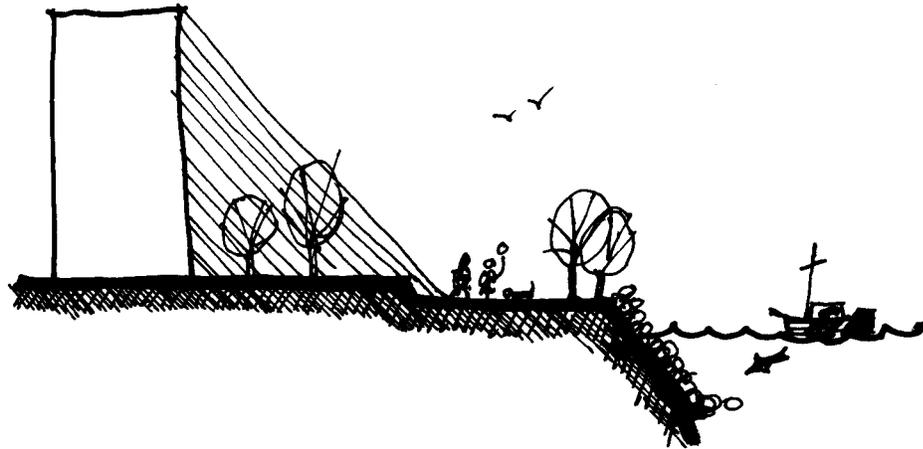


5.0 Circulation & Parking

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.



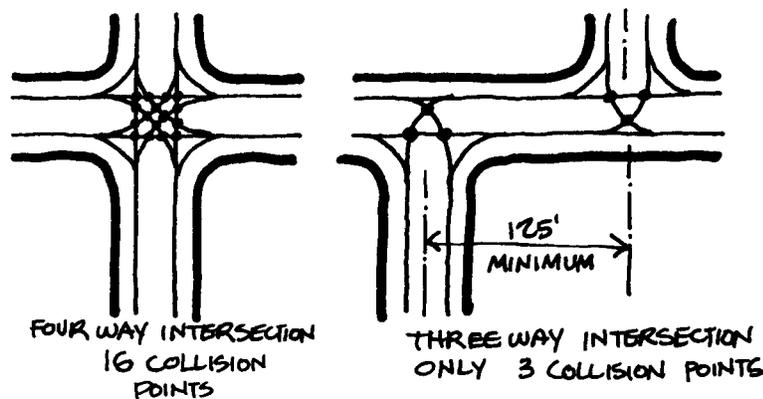
- (g) No New Bridges - Bridges crossing over False Creek have an overwhelming effect on a wide range of community values, e.g. views, noise, community structure, etc. Bridges crossing on new alignments will not be acceptable. Existing crossings must be treated to ensure the best liveability standards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

5.2 Interpretive Requirements

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

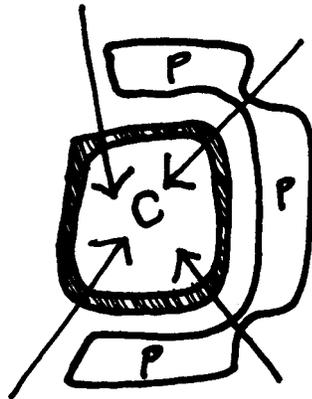
5.3 Design Guidelines

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

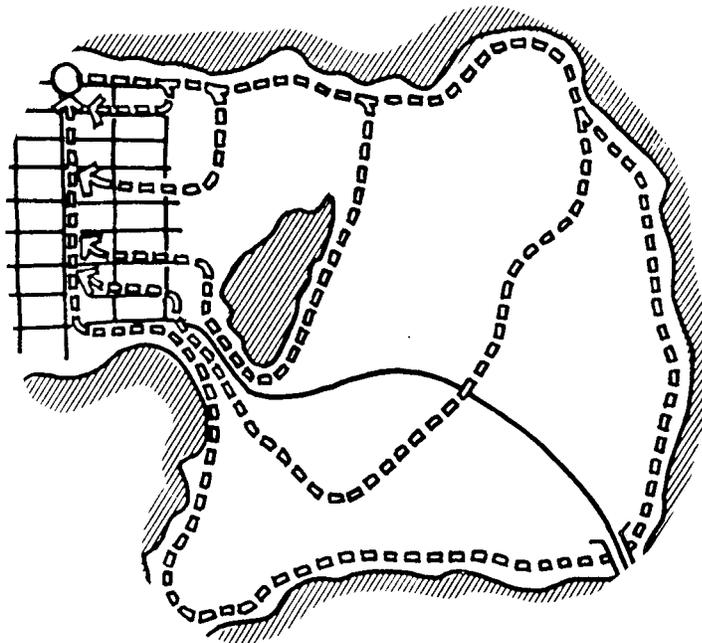


- (b) Covered Parking - Parking should be covered and out of sight in pedestrian and other high amenity zones, and to the greatest extent possible.

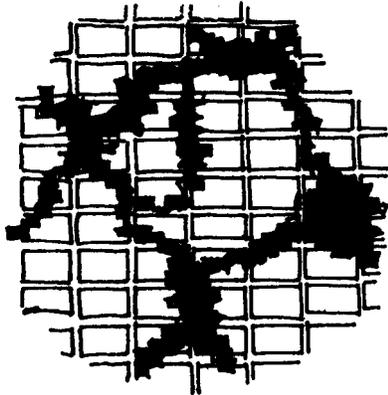
- (c) Peripheral Parking - Parking should be located in peripheral areas in close proximity to existing arterial streets.
- (d) Walkway Connections - Walkways should be provided connecting activity centres and special use areas.
- (e) Linear Parking Lots - Make large parking lots long and thin. Where 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.



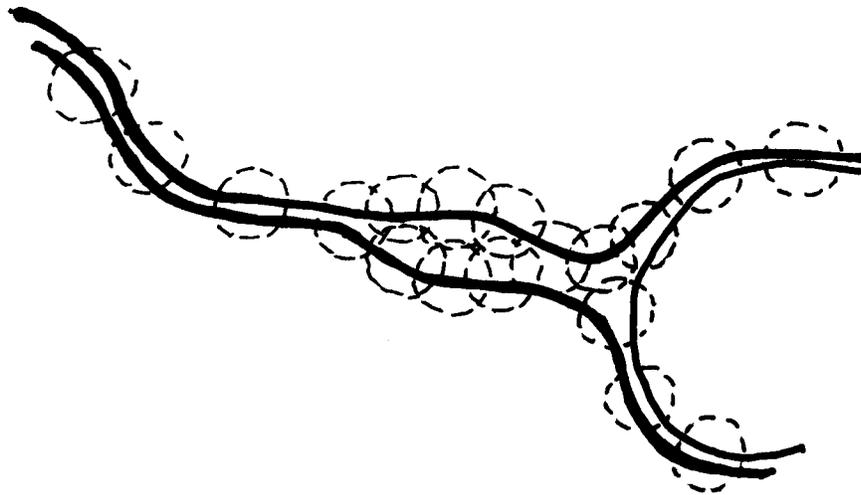
- (f) Parking Integrated with Streets - Integrate parking area with streets (either above or below them) so that distinct pedestrian realms are created at grade from which all vehicles are excluded save for emergency access.
- (g) Continuous Paths - Pedestrian circulation should be continuous throughout 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.



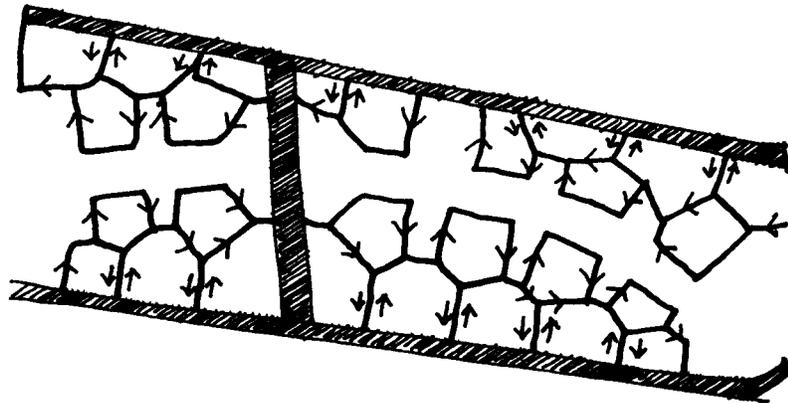
- (i) Pedestrian Web Connects Urban Nuclei - Link places of natural amenity and/or community interest by means of a network of pedestrian streets or paths.



- (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.

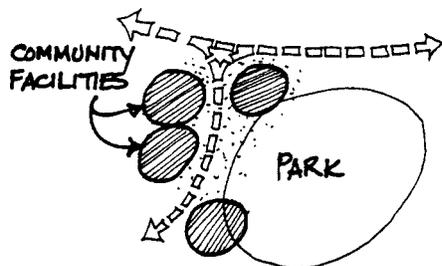
6.2 Interpretive Requirements

- (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

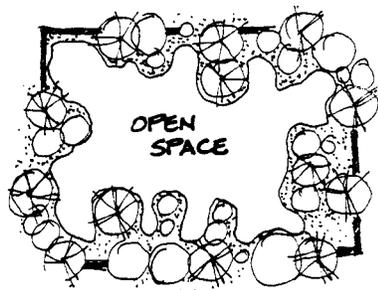
6.3 Design Guidelines

- (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.

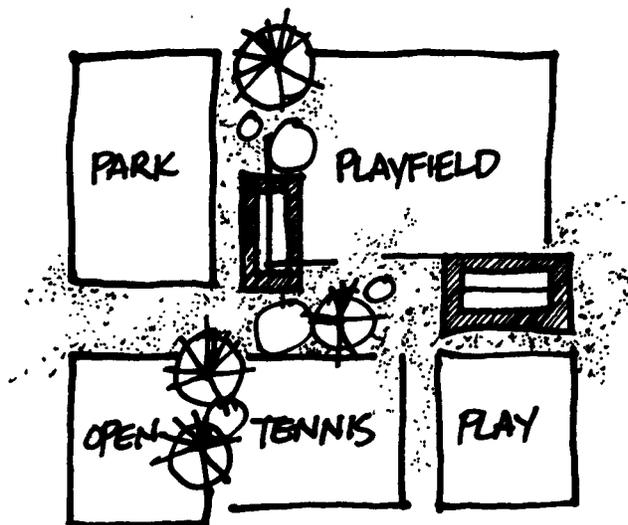
- (c) Community Parks Interwoven - Locate community facilities next to parks and open areas so that the park and the community facilities for community participation can be seen together.



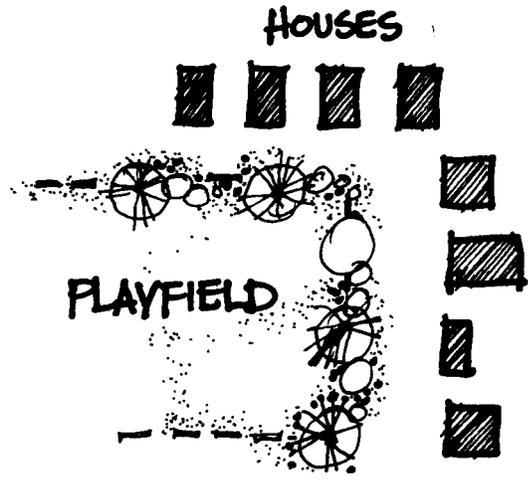
- (d) Percentage of Private and Common Land - Ensure that open space associated with residential neighbourhoods provides for a balance between open space for the use of each individual dwelling unit, and the open space to be shared by the community at large--i.e. a balance between private and common 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.



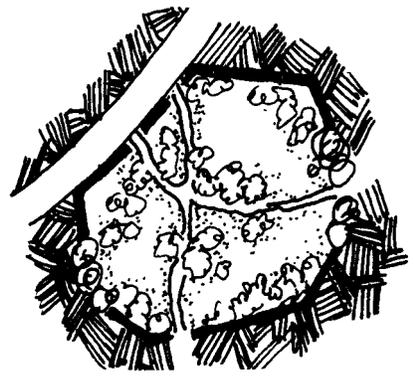
- (f) Pocket Playfields - Relieve vast areas of playfields and open space with land form changes, landscaping details, and smaller multi-use open spaces.



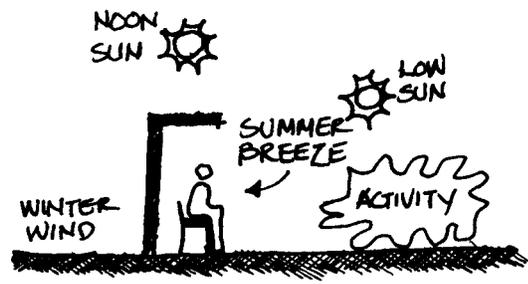
- (g) Open Spaces Defined - Make every playfield self-contained by allowing enough space to plant about 50 percent of its perimeter bordering on neighbourhood streets with trees or shrubs.



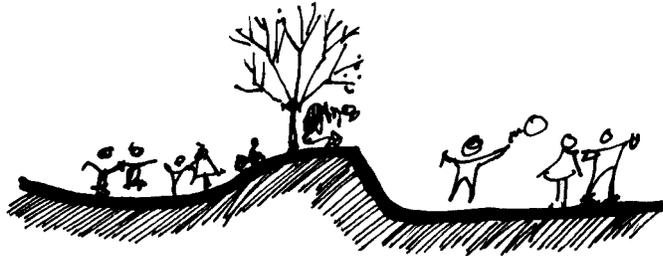
- (h) Walled Gardens - In the great majority of cases surround small parks with either walls, densely planted trees or buildings that do not generate a lot of activity.



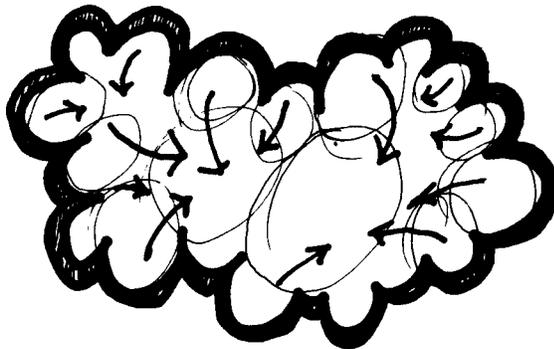
- (i) Connected Play Spaces - Link up spaces where small children will be playing so that children from at least thirty homes can reach each other easily and without crossing a street.
- (j) Outdoor Seats - Place outdoor seating where the sun shines, protected from winter winds and overlooking areas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



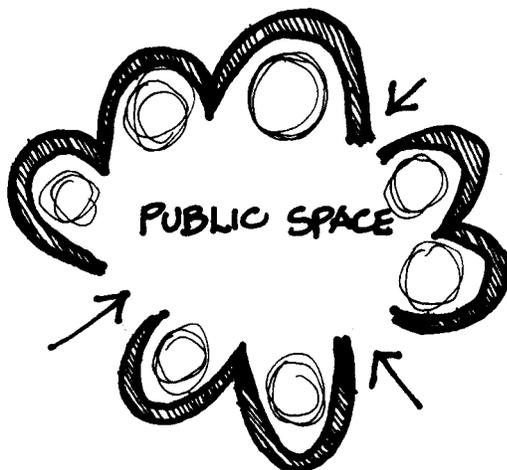
- (k) Play Yard Dividers - Define play areas for children of different ages by shaping the ground and utilizing low walls and natural dividers. Avoid fences -- especially chain link fences.



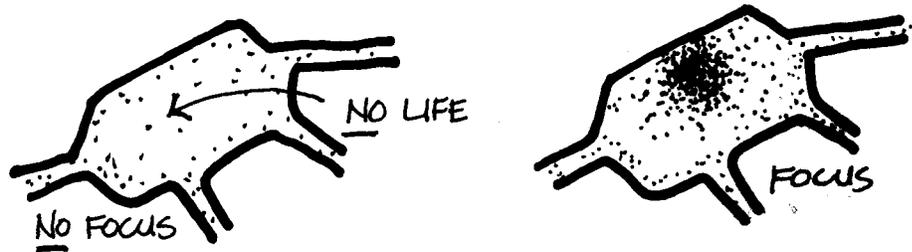
- (l) Hierarchy of Open Spaces - Place smaller more intimate spaces around buildings and let them lead out into the larger spaces.



- (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.

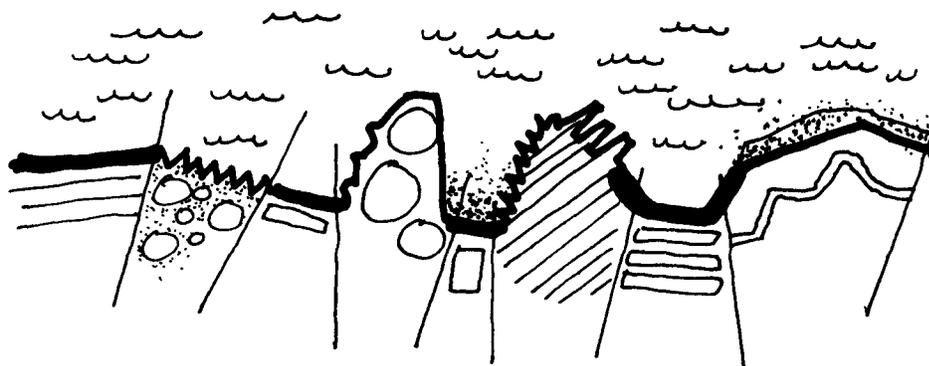
7.2 Interpretive Requirements

- (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.

**FALSE CREEK AREA DEVELOPMENT PLAN
FOR AREA 6, PHASE 1**

(Adopted by By-law No. 4815, November 12, 1974)

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False Creek Area Development Plan for Area 6, Phase I

Application and Intent

The following plans and statistics were submitted by the City of Vancouver Development Group in application for Area Development Plan approval of Phase 1, Area 6, City-owned lands in False Creek.

City Council, at the Public Hearing on June 27, 1974 amended the Area Development Plan illustrated in this By-law as follows:

“That the entire narrow green area around Heather Point be widened to provide an open space of approximately 200 feet.”

The drawings have not been amended to reflect this change which does not necessarily affect the statistics for the affected neighbourhoods. However, along with other amendments, of a minor nature, the Area Development Plan was approved.

The plans and statistics are submitted here to illustrate the intended development for Phase 1, Area 6 (City-owned lands).

Interpretation

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:

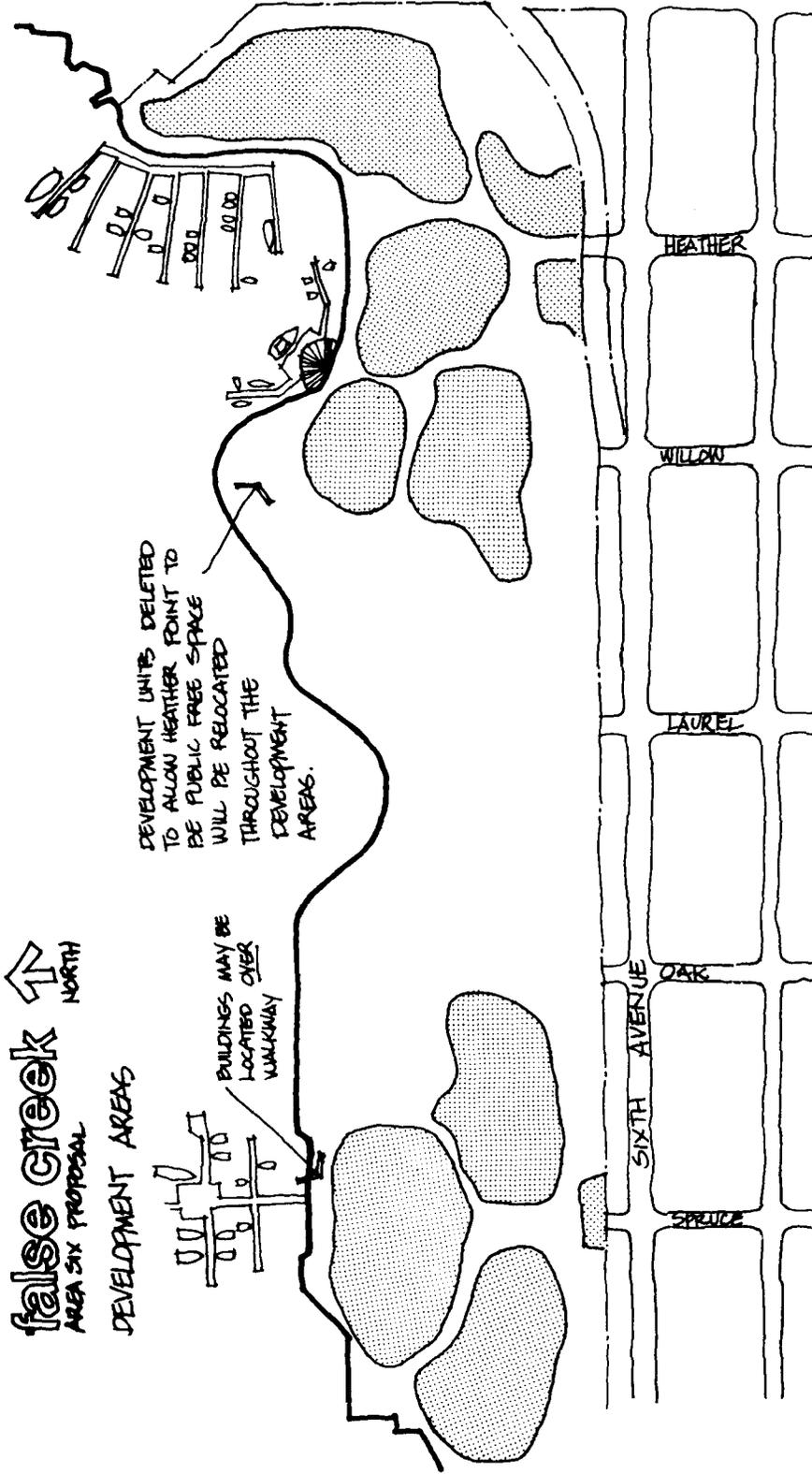
- (a) consider any advice from the Vancouver Heritage Commission or any other body established by Council for this purpose defining the aspects of the building or site that give it heritage merit and advising on the proposed conservation work;
- (b) notify such adjacent property owners and tenants as 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.

Development Character

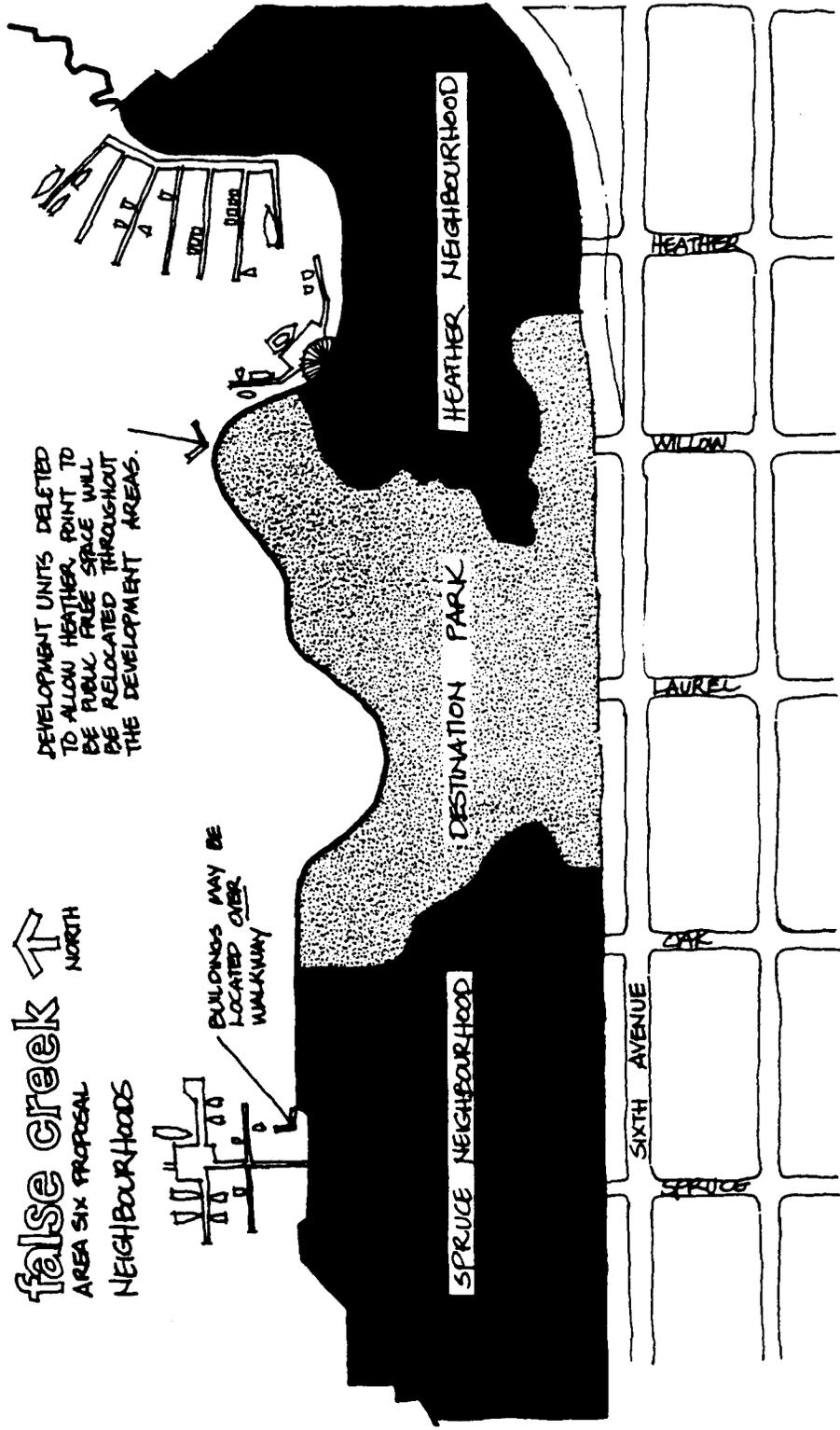
To provide a basis for consistent development, the character of development will be generally as described in the report, “False Creek Area 6 Proposal, Thompson, Berwick, Pratt” and on the plans associated with that report. This information was presented to City Council on April 23, 1974, and certain amendments to it were adopted by City Council on June 11, 1974.

The 1": 200' scale plan appended to this submission, is included only for illustrative purposes.

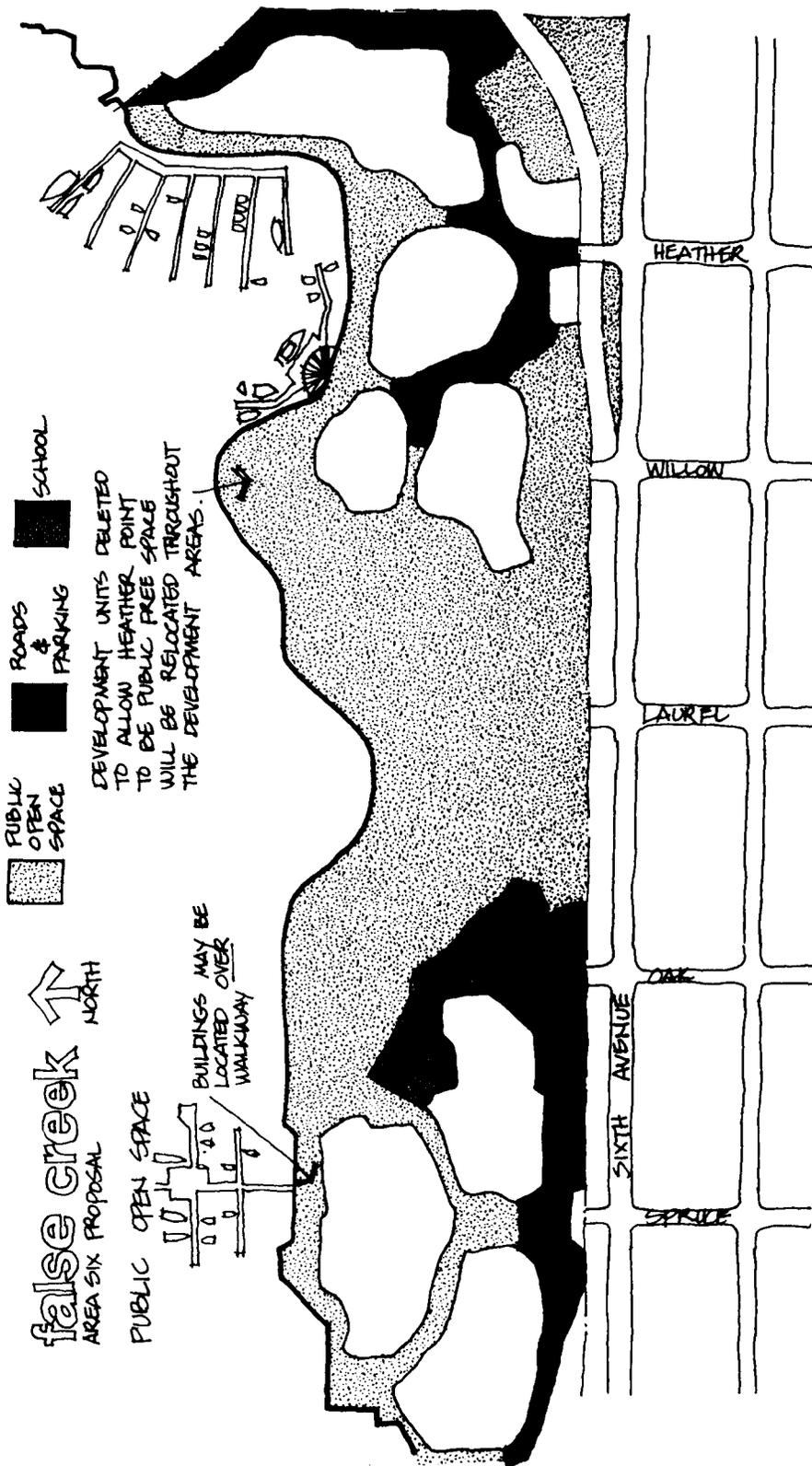
Map 1 - Development Areas



Map 2 - Neighbourhoods



Map 3 - Public Open Spaces



False Creek Area 6, Phase 1 - Overall Statistics

1.	Total Land Area	Approximately 52.4 acres
2.	Development Area	20.28 acres (including all residential and non-residential areas)
3.	Public Areas	
	a. Neighbourhood Park	9.11 acres
	b. School	2.0 acres
	c. Circulation	5.51 acres
	d. Destination Park	15.5 acres
4.	Total Number of Residential Units	Not to exceed 900 units
5a.	Commercial Floor Space	Not to exceed 88,000 gross square feet (which may be located in either Heather or Spruce Neighbourhood or partially in each)
5b.	Community Space	In addition, community space including the proposed elementary school may be provided; the amount, location and type of community space shall be to the satisfaction of the Development Permit Board
6.	Average Net Density (units per development acre--as in [2] above)	Not to exceed 45 units per acre
7.	Population	Approximately 1,600

Whereas the above statistics are the overall maximums for the entire Phase 1, there will be a 20 percent latitude (10 percent + or -) in the allocation of these amounts among the following two neighbourhoods.

The commercial area includes office and retail commercial, but excludes parking.

Community space means facilities which provide opportunities for physical fitness or for general recreation; and facilities which provide a service to the public.

Area 6 Neighbourhoods - Phase 1 - Spruce

Land Use

The Spruce Neighbourhood is planned as a predominantly family residential area. Non-residential uses are planned to include the school, community facilities and some commercial facilities.

1.	Neighbourhood Area	17.72 acres
2.	Development Area	9.32 acres
3.	Public Areas	
	a. Neighbourhood Park	3.96 acres
	b. School	2.0 acres
	c. Circulation	2.44 acres
4.	Number of Residential Units	Not to exceed 330 units
5.	Average Net Density (units per development acre as defined in [2] above)	Not to exceed 36 units per acre
6.	Number of Buildings Above Three Storeys	None
7.	Site Coverage in Development Areas (landscaped decks at lower levels to be considered open space)	Not to exceed 60 percent
8.	Site Coverage in Development Areas Above Three Storey Height	Not applicable

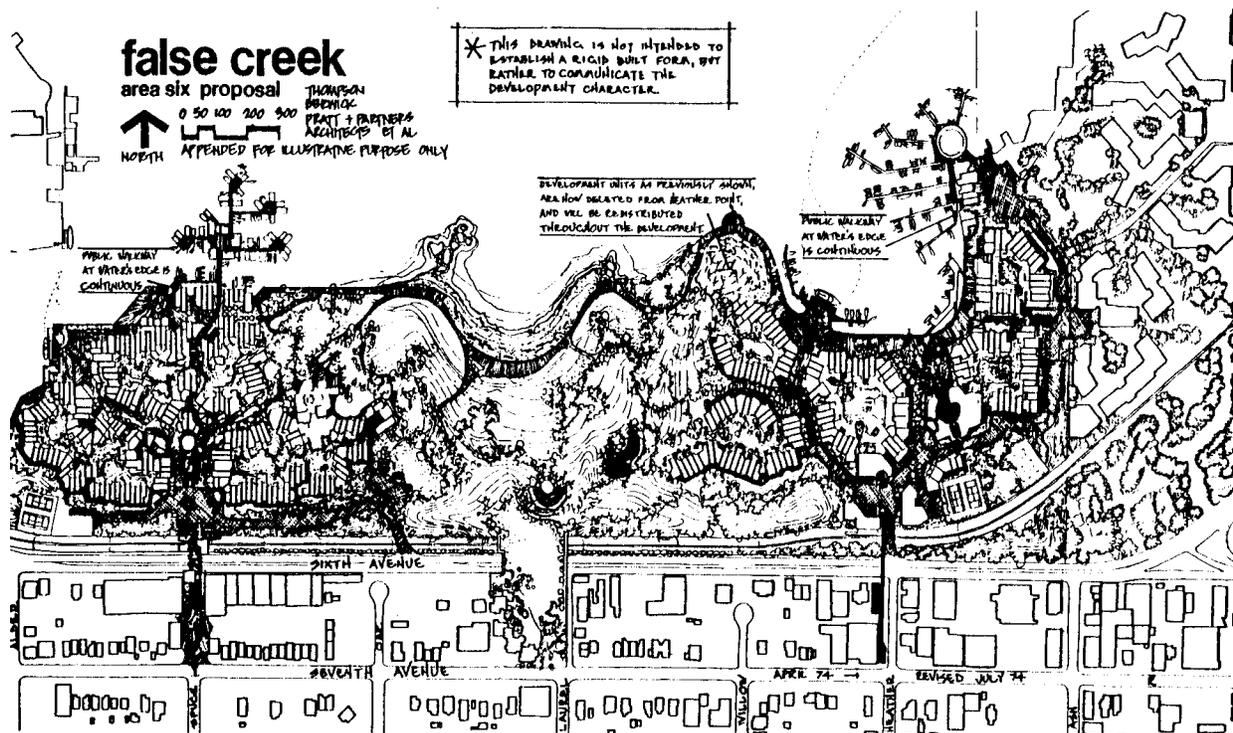
Area 6 Neighbourhoods - Phase 1 - Heather

Land Use

The Heather Neighbourhood is planned as a mixed life-style residential area. Non-residential uses are planned to include a marina, community facilities and some commercial facilities.

- | | | |
|----|---|--|
| 1. | Neighbourhood Area | 19.18 acres |
| 2. | Development Area | 10.96 acres |
| 3. | Public Areas | |
| a. | Neighbourhood Park | 5.15 acres |
| b. | Circulation | 3.07 acres |
| 4. | Number of Residential Units | Not to exceed 650 units |
| 5. | Average Net Density (units per development acre as defined in [2] above) | Not to exceed 60 units per acre. |
| 6. | Number of Buildings Above 8 Storeys | Three buildings at ten storeys or less |
| 7. | Site Coverage in Development Areas (landscaped decks at lower levels to be considered open space) | Not to exceed 65 percent |
| 8. | Site Coverage in Development Areas Above Three Storey Height | 9 percent |

False Creek Area Six Proposal



FALSE CREEK
AREA DEVELOPMENT PLAN FOR AREA 10A
(Adopted by By-law No. 5018, October 5, 1976)

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False Creek Area Development Plan for Area 10A

Application and Intent

The following plans and statistics were submitted by the B.C. Central Credit Union in application for Area Development Plan approval of Area 10A, False Creek.

City Council, after considering the Area Development Plan at a Public Hearing on August 10, 1976, resolved as follows:

“That the adoption of specific development plans for the area designated as AREA 10A, FALSE CREEK, as indicated on the map, and as amended be approved.”

Development Character

To provide a basis for consistent development, the character of development will be generally as described in the plans which were presented to and recommended by the Standing Committee on Planning and Development and were adopted by City Council on June 1, 1976.

Interpretation

Interpretation of the contents in the document is the function of the Director of Planning.

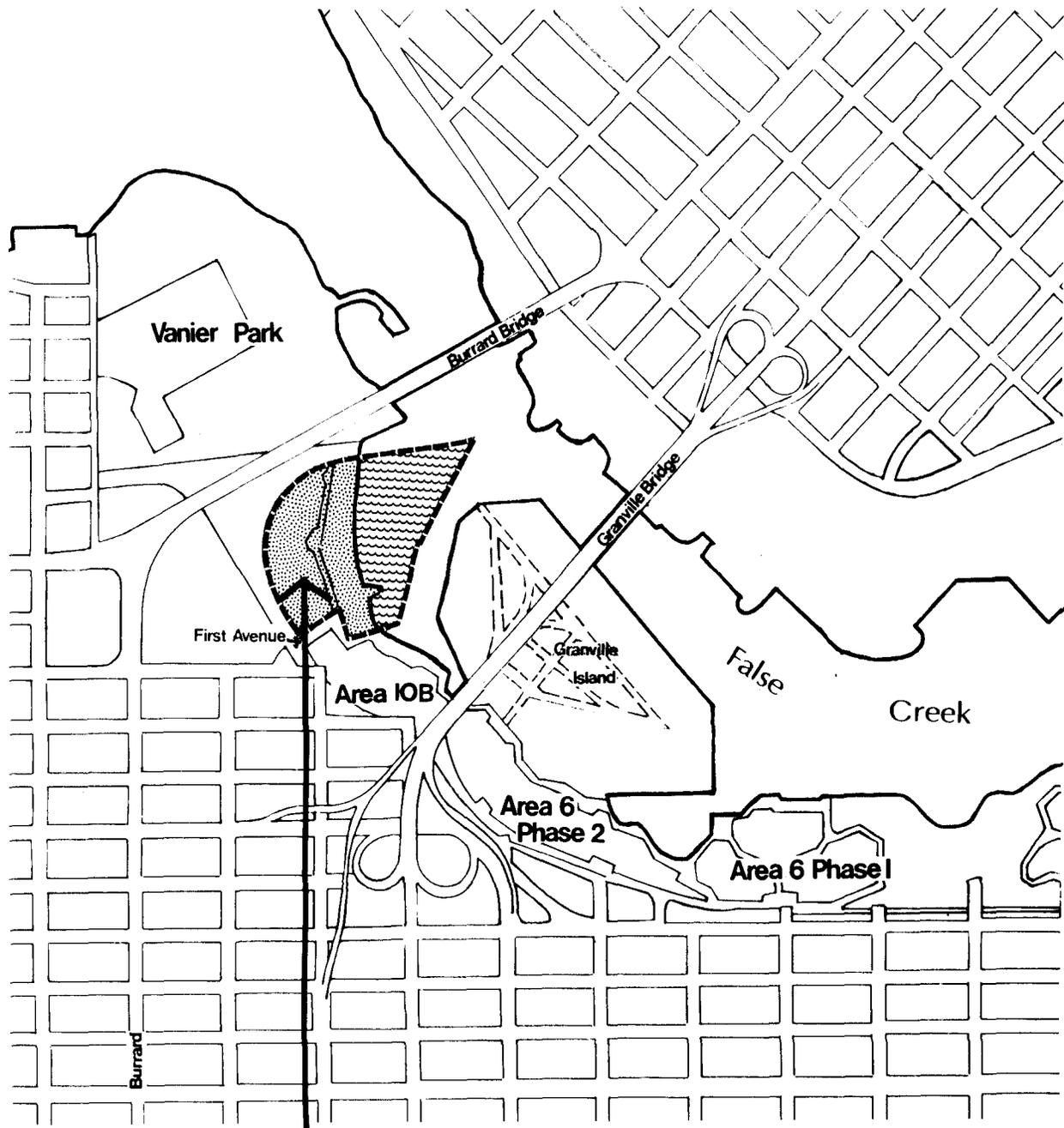
The Director of Planning may, at the Director of Planning’s discretion, refer any difference of opinion as to the interpretation of any part of this document to City Council for decision.

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.

**False Creek Area 10A
Diagram 1 - Location of Development Area**



FALSE CREEK AREA IOA
Land area 10 acres (approximately)
Water area 11.1 acres (approximately)

Site Areas & Built Areas

- | 1. | Sites (shown on on Diagram 2) | Site Area (Acres) | Built Area (Acres) | Use |
|----|-------------------------------|-------------------|--------------------|---|
| | A | 3.96 | 1.21 | Residential |
| | B | 1.00 | 0.40 | Commercial |
| | C | 1.44 | 0.39 | Residential, Commercial and Fisherman’s Wharf |
| | Total | 6.40 | 2.00 | |
2. “Built Area” shall mean that portion of a site area covered by a building or buildings.
 3. Whereas the above total numbers are maximum, there will be a 20 percent latitude (10 ± percent) in the allocation of these amounts among the three sites.

Residential

1. The total number of dwelling units shall not exceed 540.
2. Dwelling units shall be in the following proportions

Dwelling Type	Percentage of Dwelling Units
Family	25 - 30 percent
Couple or Single	70 - 75 percent

- A minimum of 6 percent of all units shall be non-market units eligible for funding under section 56.1 of the National Housing Act or its equivalent.
3. A family dwelling unit shall have 2 or more bedrooms.

Commercial & Community

1. Floorspace in Commercial Site Areas

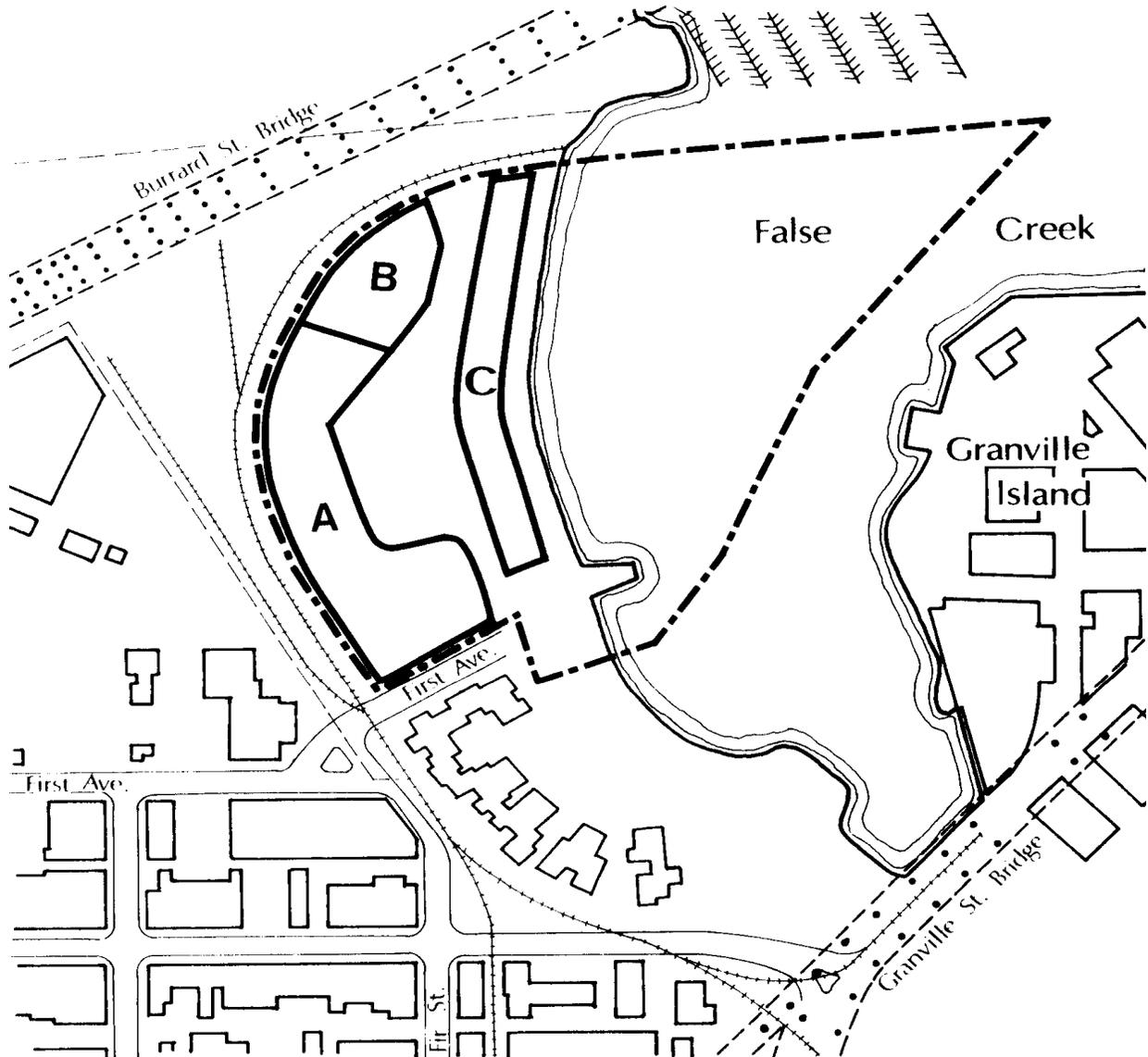
Site Area	Development	Maximum Gross Floor Space (square feet)
B	Commercial	140,000
C	Commercial	70,000
	National Harbours	
	Board Fishermen’s Area	42,000
	Maximum Total Floor Space	252,000

2. “Commercial” shall mean both office and retail.
3. N.H.B. Fishermen’s Area shall mean fishermen’s lockers, covered work areas and the associated activities of fishermen.
4. The N.H.B. Fishermen’s Area shall be contained in an area at EL 100 (approximate), generally below the commercial development and public open space in Site Area “C”.
5. Community space may be provided for the general benefit of those who live and/or work in the area. Such community space may be located in any part of the site areas.
6. Community space shall mean facilities which provide opportunities for physical fitness, or for general recreation; and facilities which provide a service to the public.

**False Creek Area 10A
Diagram 2 - Site Areas for Residential and Commercial Development**



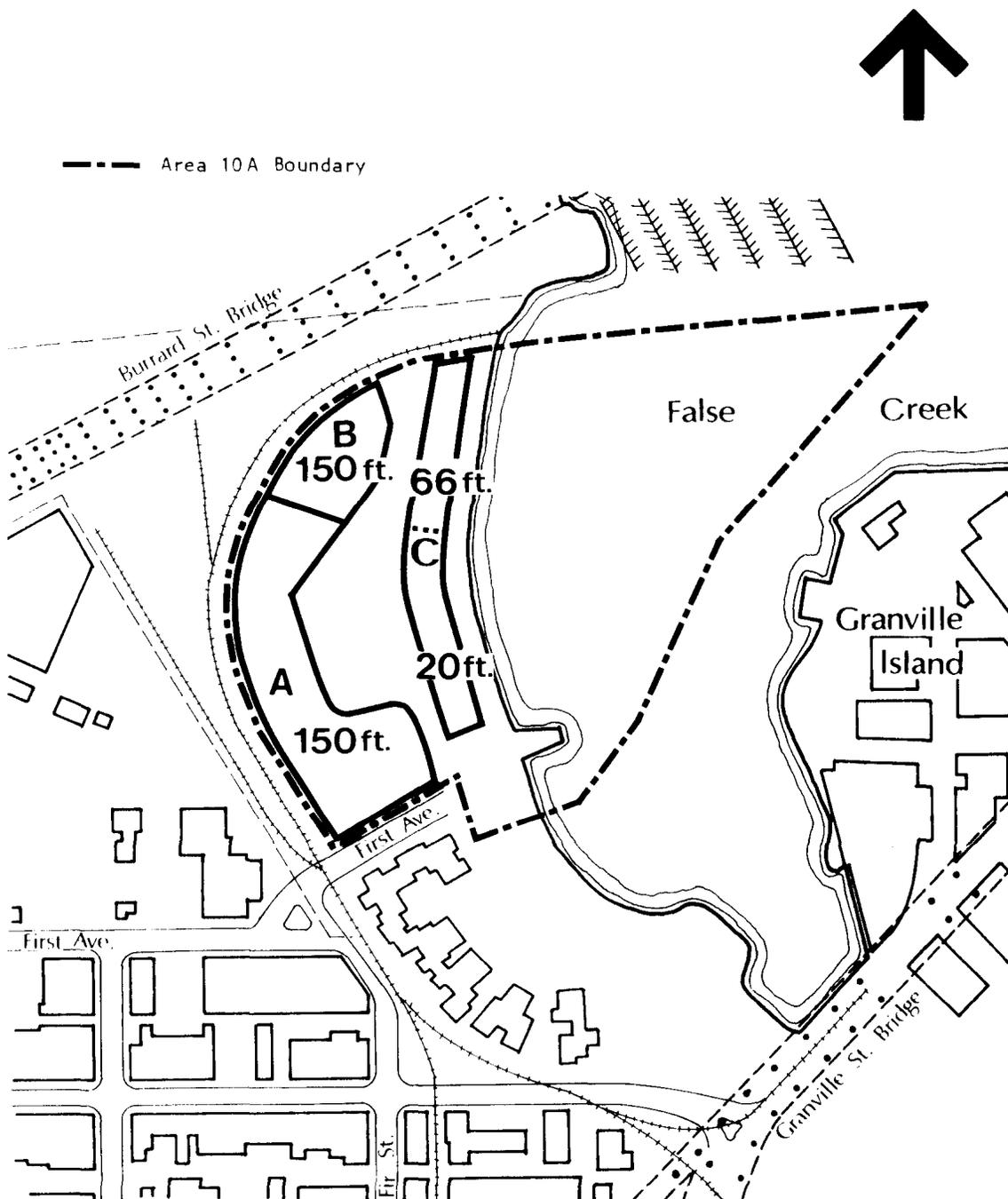
- Area 10A Boundary
- Boundary of Site Areas



Building Heights

1. Maximum building heights shall be as shown in Diagram 3.
2. The heights shall be measured from the top of the seawall which is approximately EL 100.

**False Creek Area 10A
Diagram 3 - Maximum Building Heights**

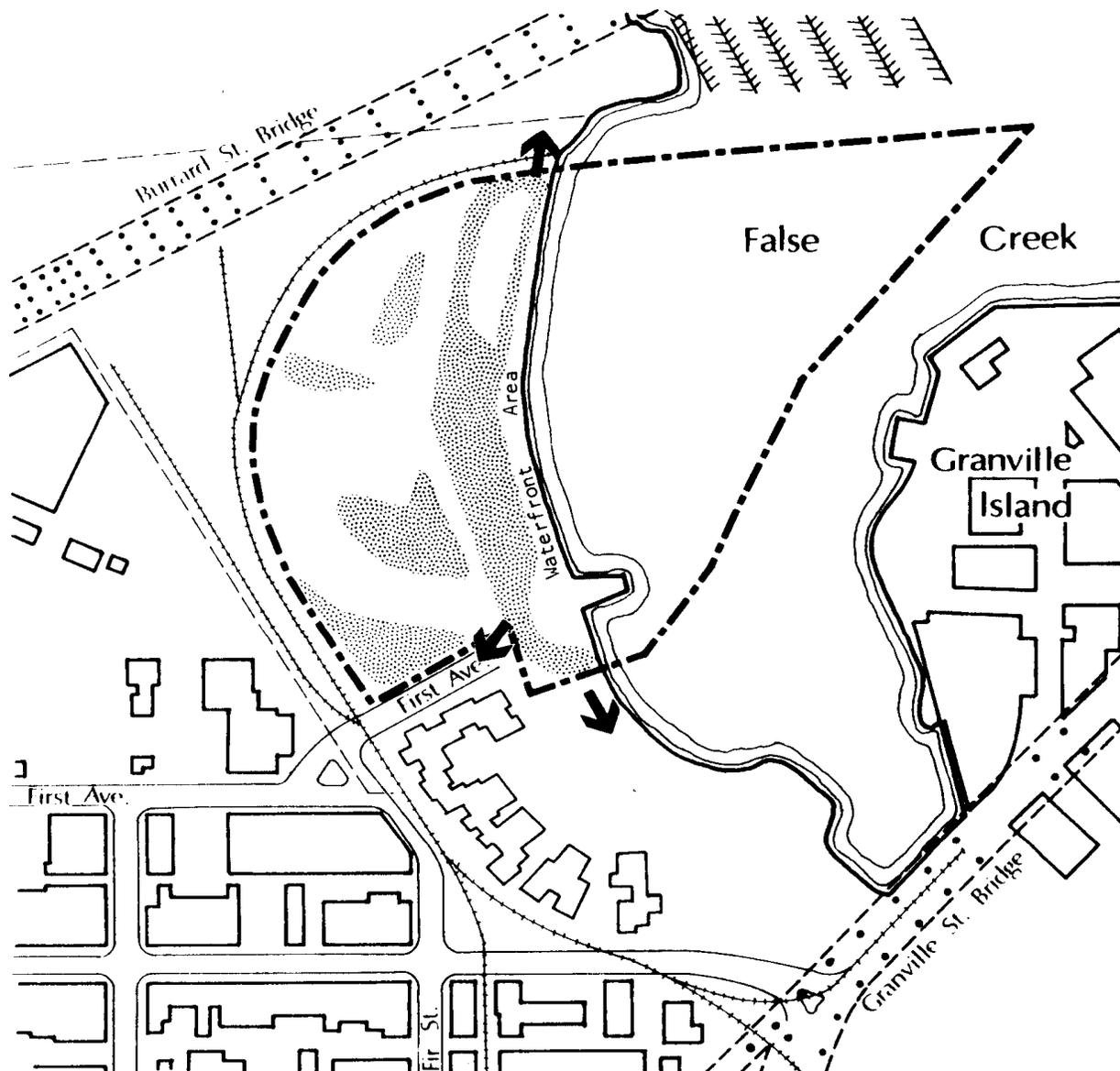
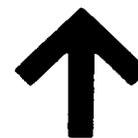


Public Open Space

1. Public open space of at least 2.4 acres shall be provided in the approximate locations as illustrated in Diagram 4.
2. The public open space must be permanently accessible to and usable by the general public.
3. The design of the public open space shall be to the satisfaction of the Director of Planning and the Superintendent of the Parks Board.
4. All public open space shall be developed and maintained by the owners of the development.
5. Pedestrian connections from the public open space to the boundaries of the development area shall be provided.
6. In the event that the waterfront area of approximately 2 acres as indicated in Diagram 4 ceases to be under the jurisdiction of the National Harbours Board, and/or ceases to be used for port-oriented functions, the desirable future use of the waterfront area shall be public open space including a public waterfront walkway.

**False Creek Area 10A
Diagram 4 - Public Open Space**

-  Area 10A Boundary
-  Pedestrian connection to outside area
-  Public Open Space



Vehicular Circulation & Parking

- 1. The area shall be served by a 33 foot wide dedicated street located on a 50 foot wide right-of-way.
- 2. The street shall be connected to 1st Avenue with provision for a future connection to Vanier Park beneath the Burrard Bridge.
- 3. All forms of vehicular access including access to parking and servicing shall be from the dedicated street.
- 4. Access to the National Harbours Board Fishermen’s Area shall be from 1st Avenue.
- 5. The total paved surface of the dedicated street shall not exceed one acre in area, excluding the National Harbours Board waterfront area.

Parking Provisions

- 1. The total parking spaces shall not exceed 870 notwithstanding the maximum number of spaces permitted for the parking areas below.
- 2. Car Parking Areas (shown on Diagram 5)

Parking Area	Maximum Number of Spaces
a	650
b	150
c	200
d	100

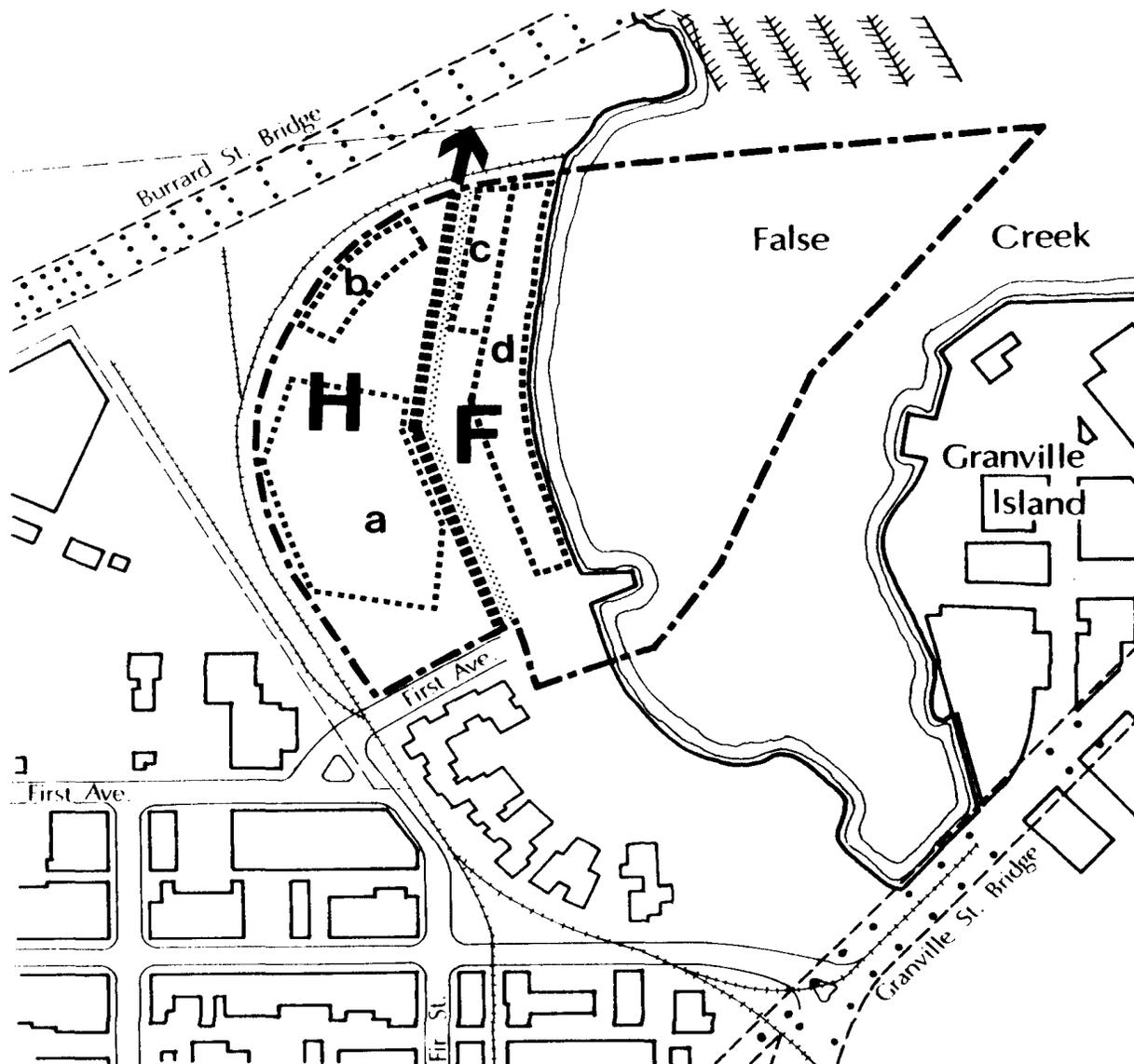
- 3. Car parking in areas “a” and “c” must be covered.
- 4. Car parking in area “b” may be surface parking but must be screened to enhance the view from Burrard Bridge.
- 5. Car parking in area “d” may be surface parking.

Water Area

- 1. The number of wet boat berths existing at the present time is 450. A re-arrangement of the existing marina and/or new marina facilities may be permitted.
- 2. Any structure on or adjacent to the water shall be small in scale.

**False Creek Area 10A
Diagram 5 - Vehicular Circulation & Parking**

- Area 10A Boundary
 - ||||| Dedicated Street (on Block H)
 - 17 feet (right-of-way on Block F)
 - Parking Areas
 - ➔ Future connection to Vanier Park
- } 50 feet wide right-of-way



**FALSE CREEK AREA
DEVELOPMENT PLAN FOR AREA 6, PHASE 2**

(Adopted by By-law No. 5019, October 5, 1976)

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False Creek Area Development Plan for Area 6, Phase 2

Application and Intent

The following plans and statistics were submitted by the City of Vancouver False Creek Development Group in application for Area Development Plan approval of Area 6, Phase 2, City-owned lands in False Creek.

City Council after considering the Area Development Plan at a Public Hearing on August 10, 1976, resolved as follows:

“That the adoption of specific development plans for the area designated as Area 6, Phase 2 in False Creek, as indicated on the map, and amended, be approved.”

Development Character

To provide a basis for consistent development, the character of development will be generally as described under the heading of “Residential Option” in the report entitled “False Creek Area 6, Phase 2” and on the plans associated with that report. City Council “endorsed the predominantly residential concept” contained in the report on June 1, 1976.

Interpretation

Interpretation of the contents in the document is the function of the Development Permit Board.

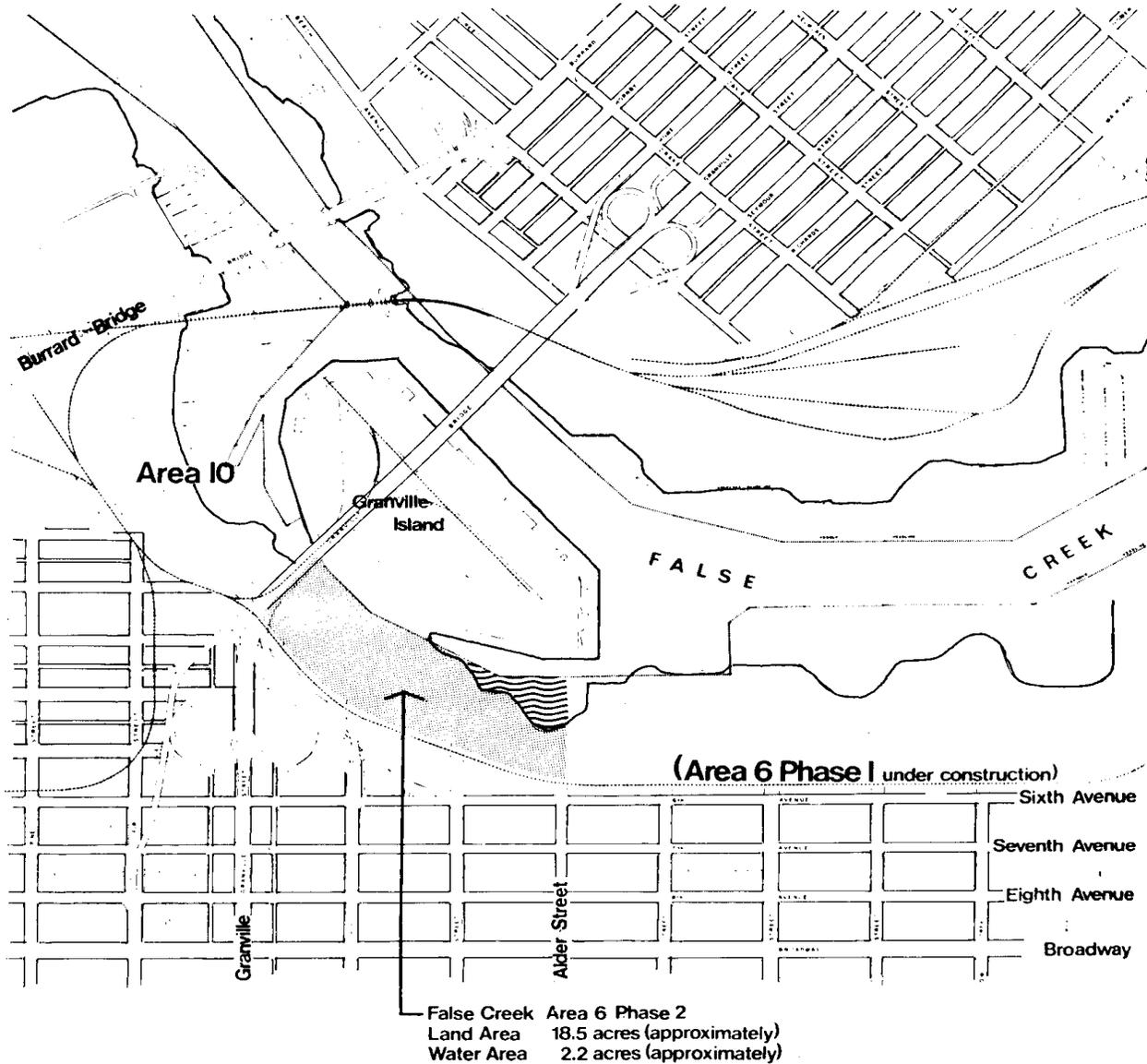
The Development Permit Board may, at its discretion, refer any difference of opinion as to the interpretation of any part of this document to City Council for decision.

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.

**False Creek Area 6, Phase 2
Diagram 1 - Location of Development Area**



Site Areas & Built Areas

1.	Site	Site Area (Acres)	Built Area (Acres)
	A	2.50	0.9
	B	3.80	1.2
	C	1.85	0.8
	D	1.85	1.1
	Total	10.00	4.00

2. Any Site Area includes all buildings, private open spaces and part of the total pedestrian street systems as indicated in Diagram 4.
3. “Built Area” shall mean that portion of a site area covered by a building or buildings, but excluding underground facilities.
4. Whereas the above total numbers are maximum, there will be a 20 percent latitude (10 percent + or -) in the allocation of these amounts among the four sites.

Residential

1. The dwelling units shall not exceed 650.
2. Dwelling Unit Types

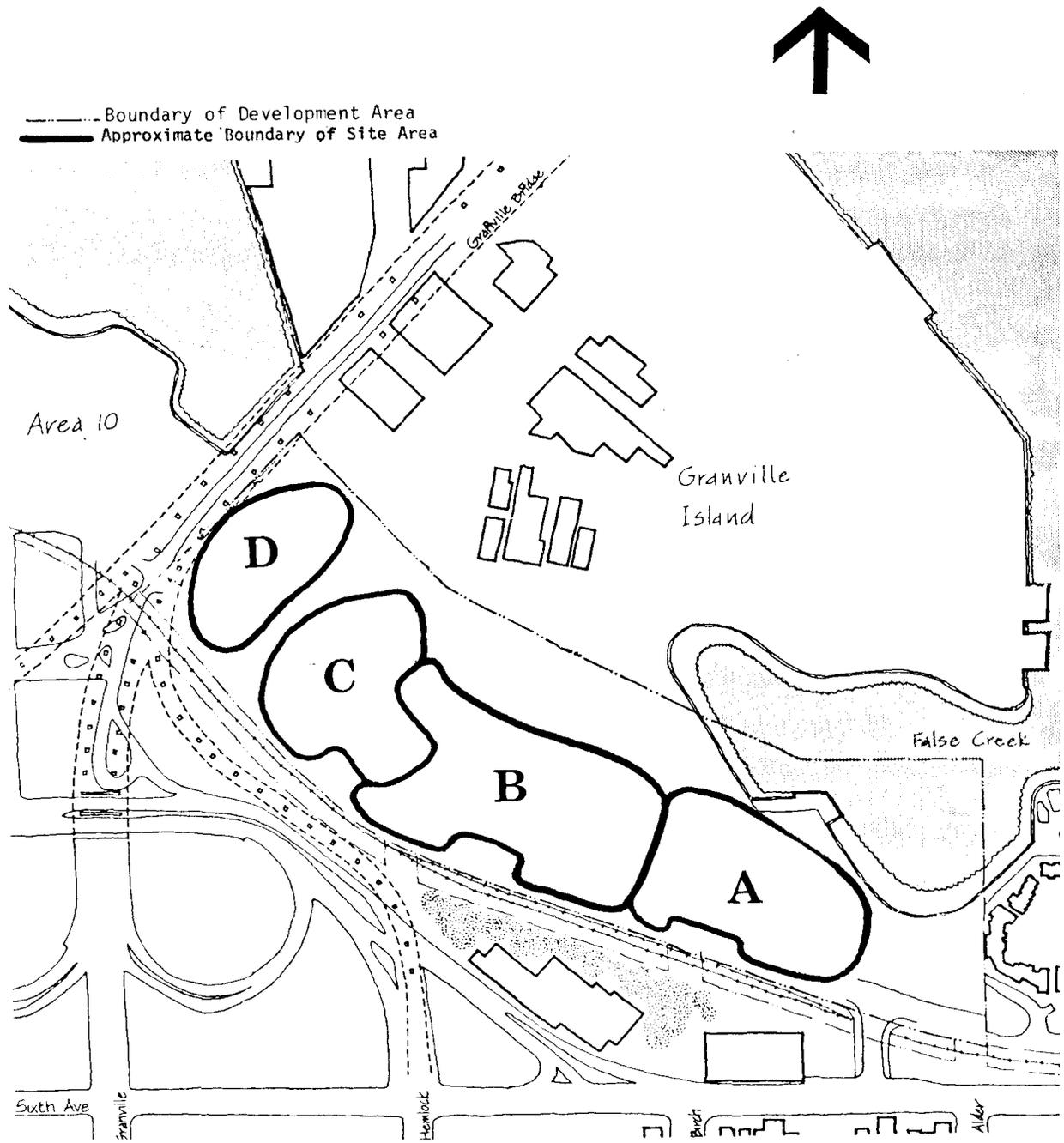
Dwelling Type	Number of Dwelling Units
2 or more bedrooms	320-380
Studio and/or one bedroom	220-280
Assisted senior citizen housing or personal and/or intermediate care facilities	10 percent-20 percent

3. The majority of the families shall be located in Sites A and B (see Diagram 2).

Commercial & Community

1. The maximum area for commercial floor space shall be 120,000 square feet gross.
2. The commercial area includes office and/or retail commercial, but excludes parking.
3. The commercial space shall be located primarily in Sites C and D (see Diagram 2).
4. Not less than 8,000 square feet gross of community facilities, which are designed to provide for physical fitness, social, cultural or recreational activities shall be provided.

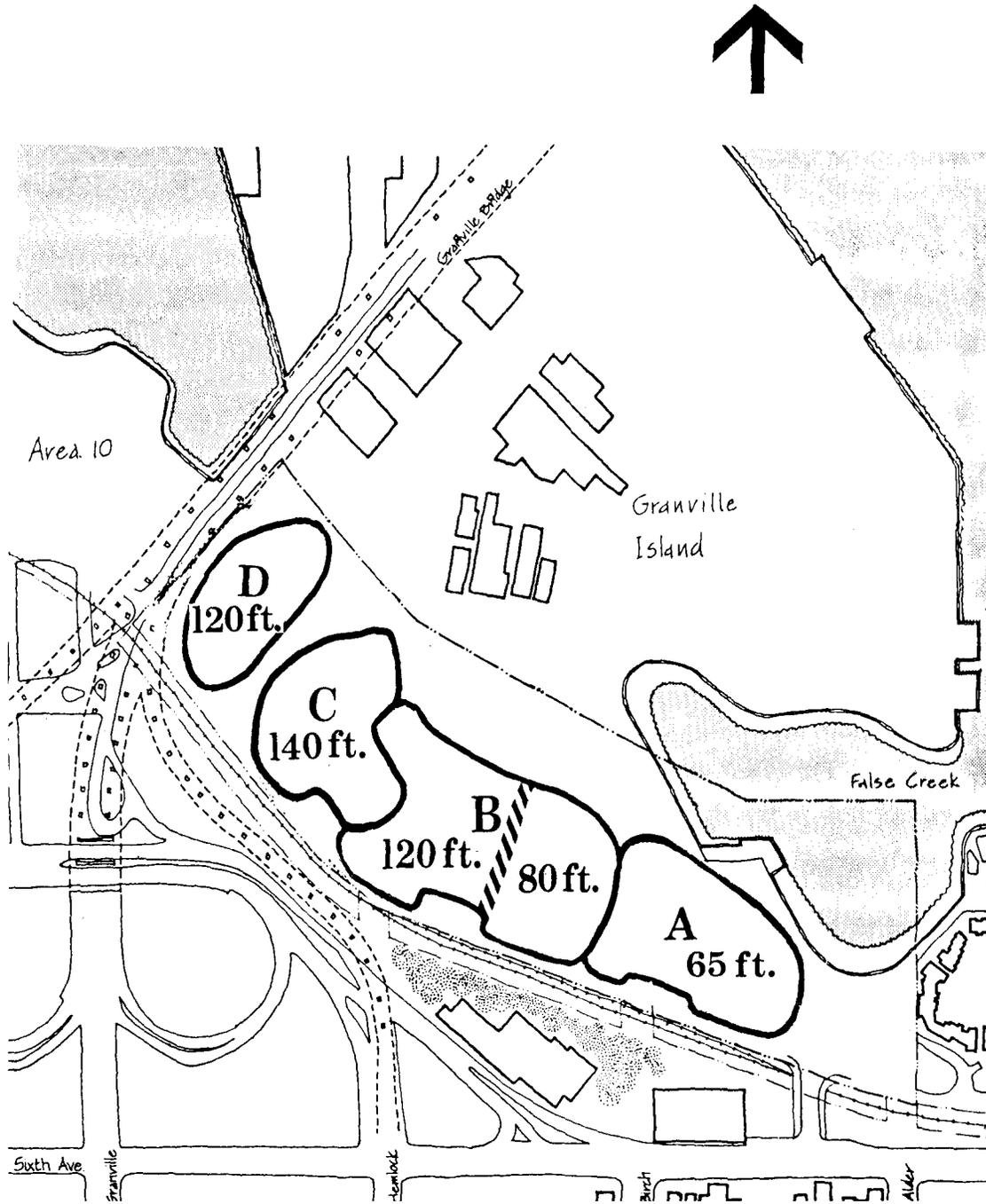
**False Creek Area 6, Phase 2
Diagram 2 - Site Areas for Residential and Commercial Development**



Building Heights

1. Maximum building heights, including all appurtenances and/or projections above the roofs of the uppermost stories, shall be as shown on Diagram 3.
2. The heights shall be measured from the top of the seawall which is approximately EL 100.

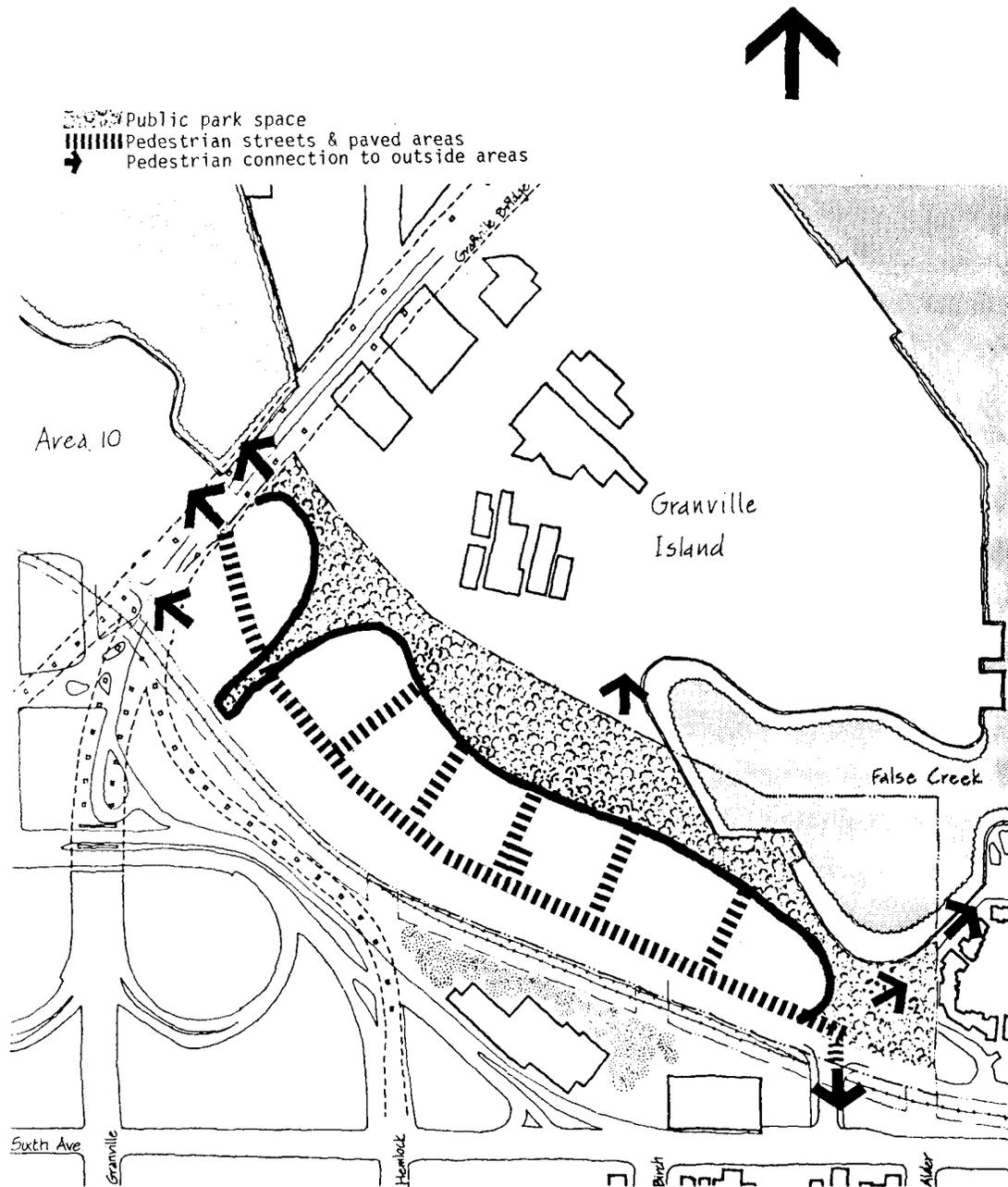
**False Creek Area 6, Phase 2
Diagram 3 - Building Heights**



Public Open Space

1. The public park space shall not be less than 5.0 acres, and shall be provided in the approximate location as illustrated in Diagram 4.
2. Pedestrian streets and paved areas of at least 1.7 acres shall be provided in the approximate locations as shown in Diagram 4 and shall be continuously accessible to the general public.
3. A bicycle pathway shall be provided in the public park space.
4. Pedestrian pathways shall be provided in the public park space.

**False Creek Area 6, Phase 2
Diagram 4 - Public Open Space**



Vehicular Circulation & Parking

1. The area shall be served by a dedicated street on the south in the location as illustrated in Diagram 5.
2. The total street allowance of the dedicated street on the south shall be approximately 50 feet in width and shall be a local street to serve the development area. Provision may be made for lay-bys in excess of the 50 feet.
3. Vehicular access to parking garages and for servicing shall be primarily from this dedicated street on the south.
4. A pedestrian/bicycle route, north of the built areas, will be dedicated and will provide for emergency vehicles, vehicles required to service the underground utilities and very occasional deliveries to the developments.
5. Up to 250 parking spaces for Granville Island may be permitted at the western end of the parking garage as shown in Diagram 5.
6. The total number of parking spaces shall not exceed 1,000 except as permitted in paragraph 5 above.

Water Area

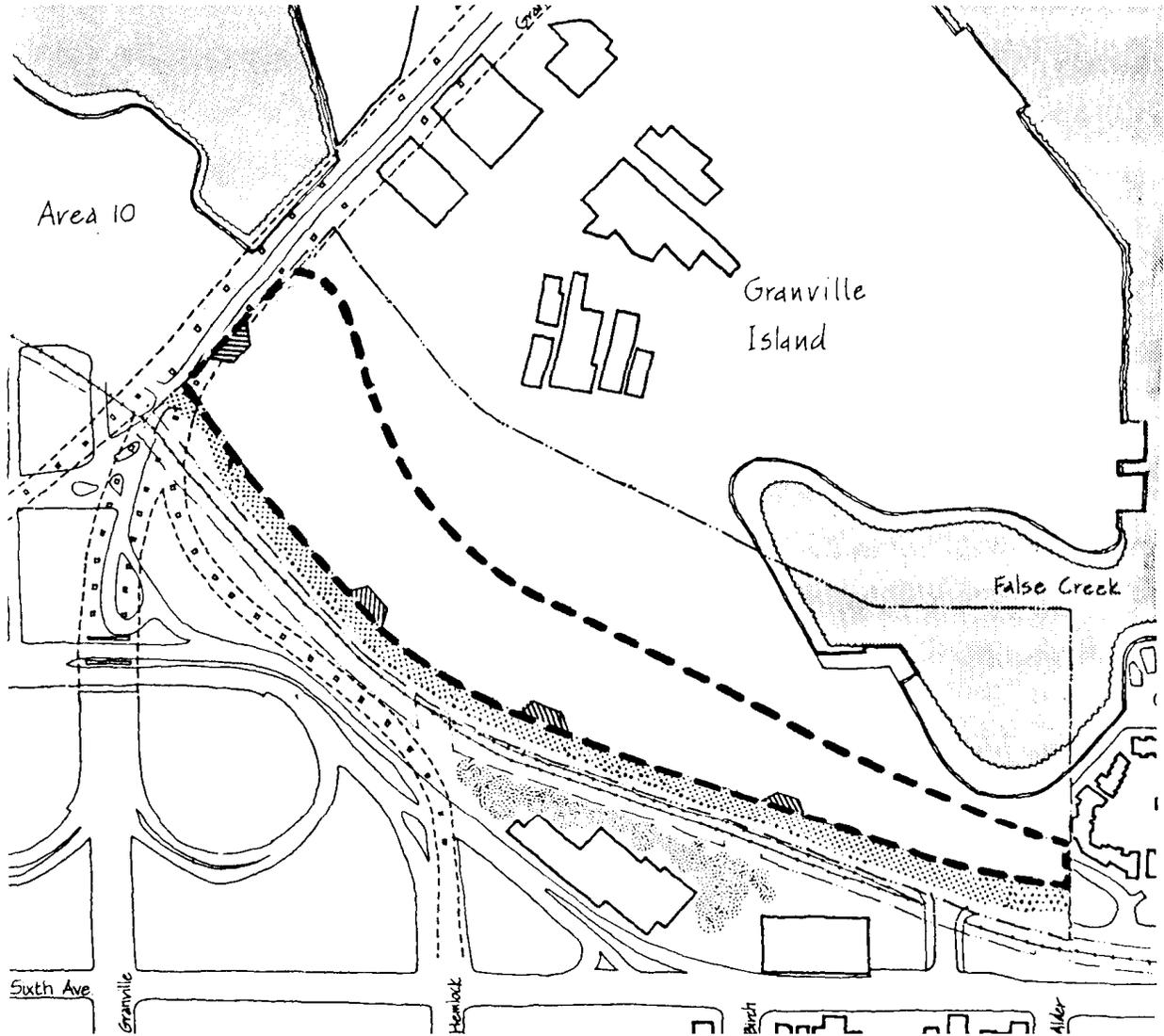
1. Any structure on or immediately adjacent to the water shall be small in scale and the water area shall remain largely open.
2. Any use of the water area shall be for the enjoyment of the general public.
3. Residential buildings shall not be permitted on/over the seawall and public water edge walkway.

**False Creek Area 6, Phase 2
Diagram 5 - Vehicular Circulation & Parking**



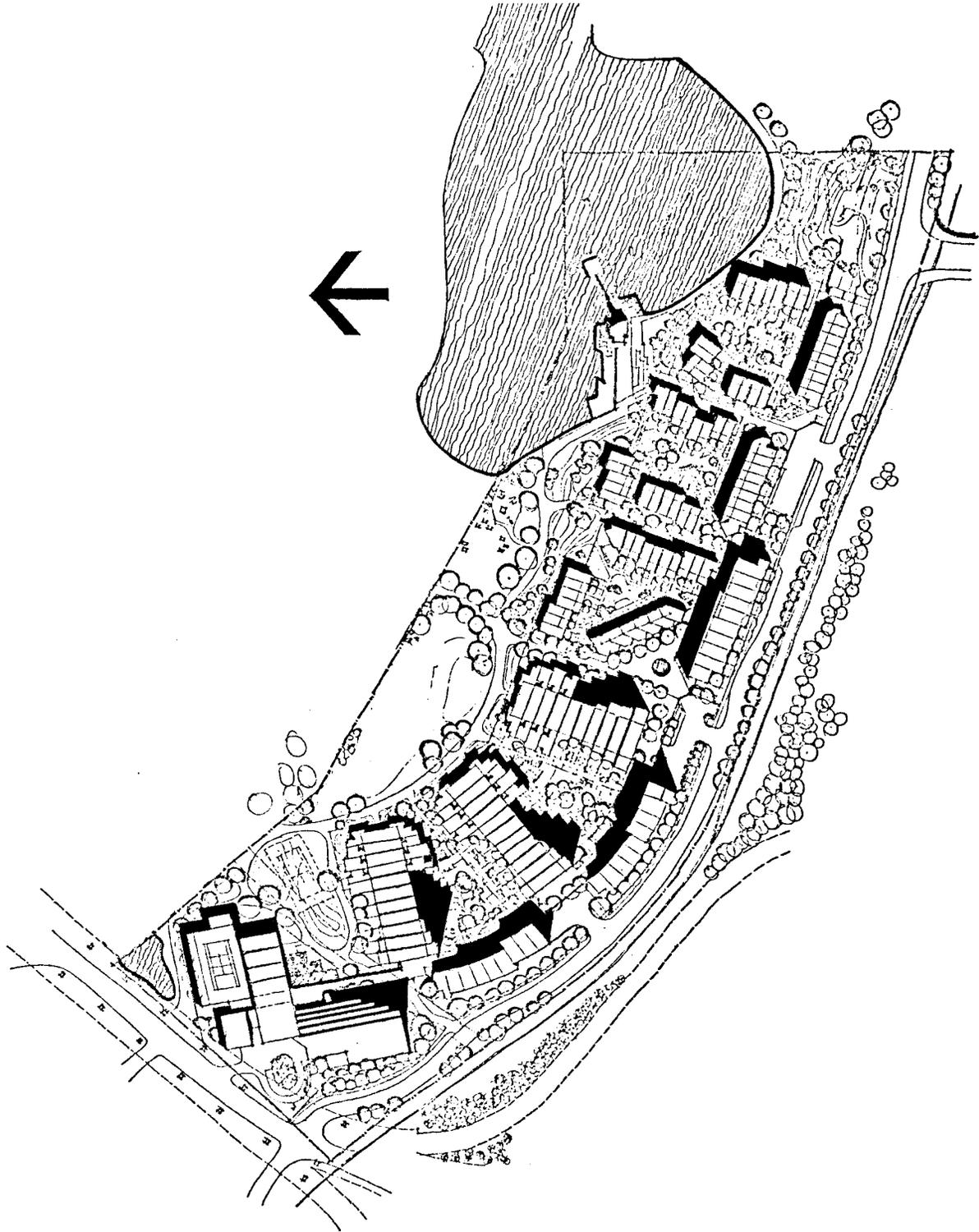
 Dedicated Street
Service & garbage collection points

 Below grade parking garage



Appendix 1

False Creek Area 6, Phase 2
Layout Plan For Illustrative Purposes Only



**FALSE CREEK AREA
DEVELOPMENT PLAN FOR AREA 10B**

(Adopted by By-law No. 5478, October 6, 1981)

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False Creek Area Development Plan for Area 10B

Application and Intent

The following plans and statistics were submitted by the Director of Planning in application for approval of a new Area Development Plan for Area 10B, False Creek.

City Council after considering the Area Development Plan at a Public Hearing on October 6, 1981, resolved as follows:

“THAT the application by the Director of Planning be approved after amending Schedule ‘A’ (page 98 first paragraph) to permit a maximum of 600 parking spaces.”

Development Character

The development will generally follow a form as described in Diagrams 2 to 6 inclusive and as follows:

- a strip of residential and mixed use development to the southern, eastern and western edges of Area 10B, north of and adjacent to the railway right-of-way and adjacent to Anderson Street, with provision for pedestrian, emergency and service vehicle access to the interior of the site;
- a waterfront oriented residential area around two water bodies, separated from the above-noted strip of development by an open space/pedestrian strip, with provision for pedestrian, emergency and service vehicle access to the waterfront and the two water bodies;
- a waterfront walkway which is integrated with other open space and pedestrian access to provide a continuous public area;
- a commercial marina; and
- off-street parking facilities.

Interpretation

Interpretation of the contents in the document is the function of the Development Permit Board.

The Development Permit Board may refer any difference of opinion as to the interpretation of any part of this document to City Council for decision.

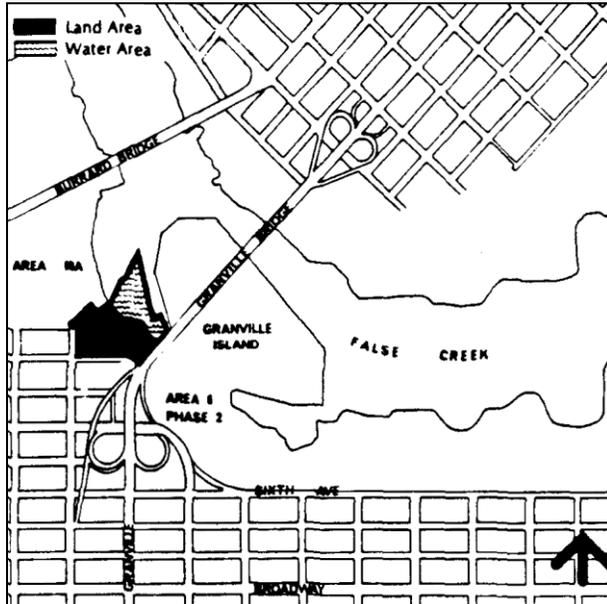
The Development Permit Board, in the exercise of its jurisdiction, may relax the provisions of this Plan in any case where literal enforcement would result in unnecessary hardship. In granting any relaxation, the Board shall have regard to the intent and policies of this Plan, and such other applicable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

Location of Development Area

Diagram 1



Land Use and Development

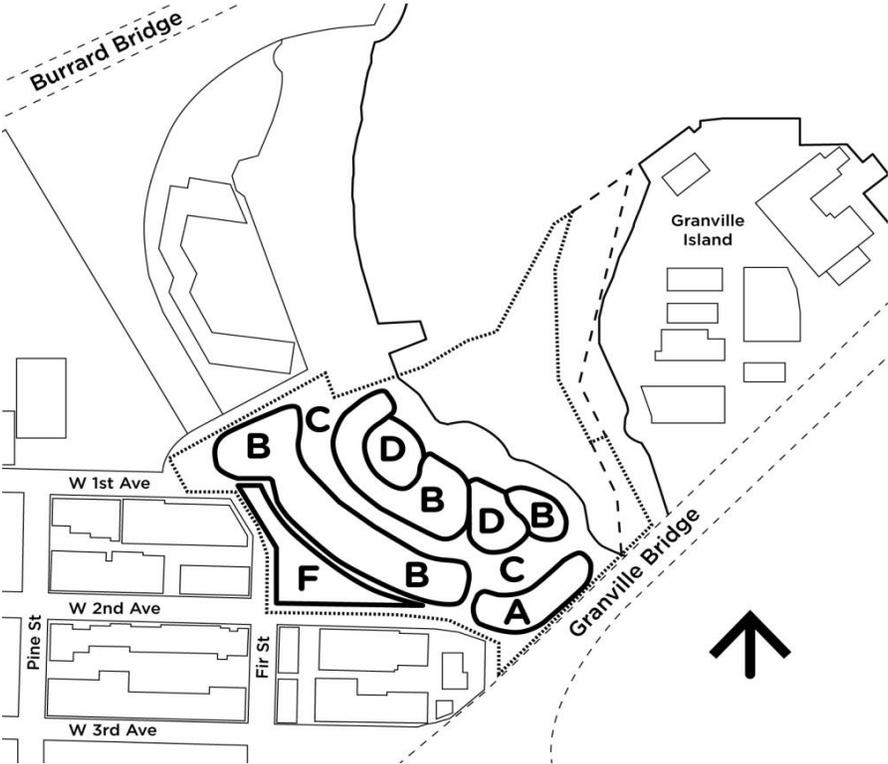
1. Development permits may be approved in accordance with the following:

Sites	Site Area (Acres)	Site Area (Hectares)	Built Area (Acres)	Built Area (Hectares)	Uses
A	1.0 max	(0.405) max.	0.83 max.	(0.336) max.	Mixed Use
B	3.5 max.	(1,416) max.	2.30 max.	(0.931) max.	Residential/ Community
C	1.8 min.	(0.728) min.	0	0	Public Open Space
D	1.0 min.	(0.405) min.	0	0	New Water Bay
E	0.291 max.	(0.118) max.	0	0	Rights of Way and other Residual Areas
F	0.809 max.	(0.327) max.	0.512 max.	0.21 max.	Mixed Use

2. “Built Areas” means that portion of a site area above grade which may be covered by a building or buildings.
3. Subject to the sections entitled “Development Character” and “Interpretation”, the sites shall be as illustrated in Diagram 2.
4. Any use of the water area in Site D shall be for the enjoyment of the general public and the residents of the area.

5. Residential buildings shall not obstruct the public waterfront walkway

Diagram 2



Site A Development

1. The floor area, at and above the pedestrian deck level may not exceed 140,000 square feet.
2. Additional floor area, including parking, may be permitted below the pedestrian deck level to an amount not exceeding 61,000 square feet.
3. The pedestrian deck level shall be approximately at EL 120.
4. The following uses may be permitted:
 marine repair sales and service; hotel; office; retail commercial; residential; restaurant; pub; and accessory uses to the foregoing, including parking.
5. Any building on this site shall be designed to protect the views, light and pedestrian environment on Anderson Street.

Site B Development

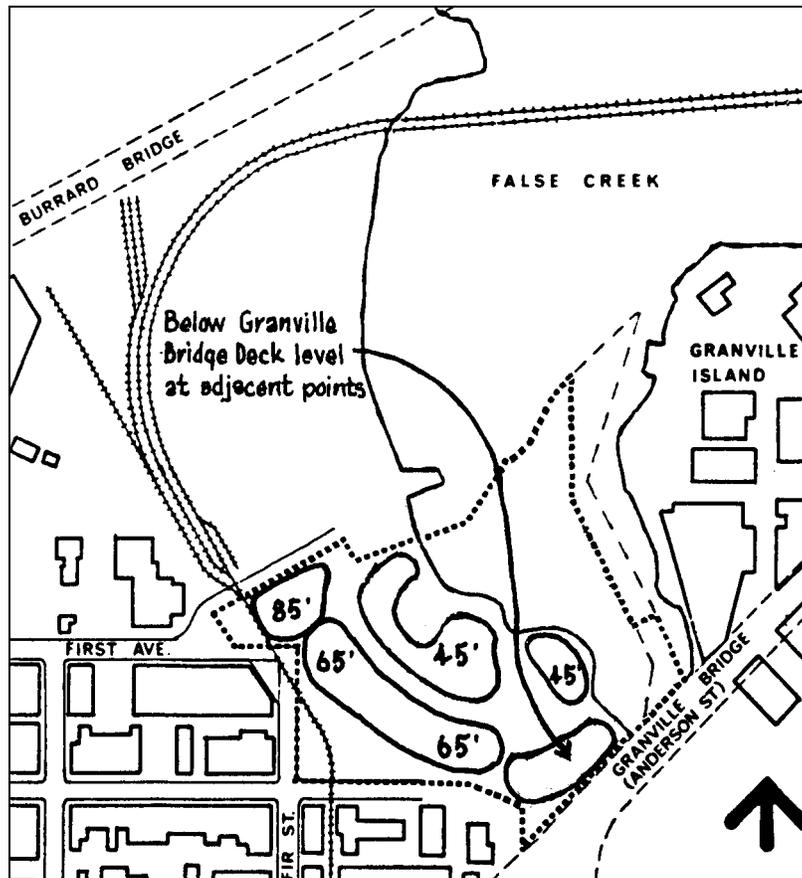
1. The number of dwelling units shall not exceed 300.
2. The composition of dwelling unit types, to the nearest whole unit, shall be as follows:

Studio	30 percent to 43 percent
2 and 3 Bedroom	57 percent to 70 percent
3. Community facilities which are designed to provide for physical fitness, social, cultural or recreational activities shall be provided to the satisfaction of the Development Permit Board.

Building Heights

1. Subject to the sections entitled “Development Character” and “Interpretation”, and subject to 3 below, maximum building heights, including all appurtenances and projections above the roof of the uppermost storeys, shall be as shown in Diagram 3.
2. Building height shall be measured from the top of the seawall which is approximately at EL 100.
3. The Development Permit Board may permit a development to exceed the maximum building height provided that a reduction in maximum building height is achieved elsewhere within the same site.

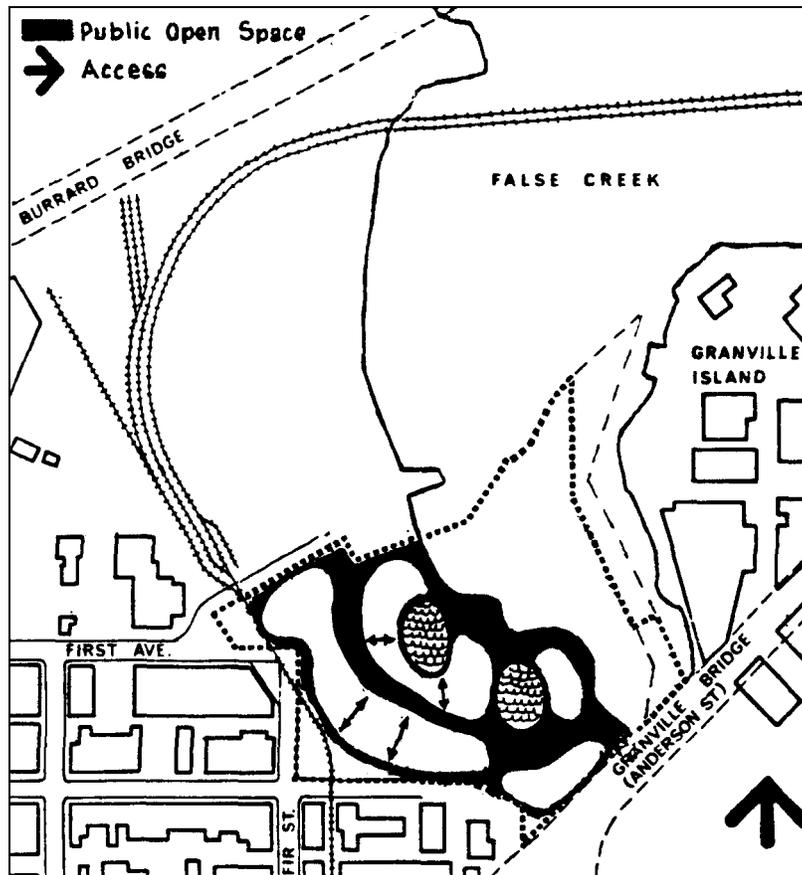
Diagram 3



Public Open Space and Pedestrian Circulation

1. For the purpose of this section, pedestrian streets and the waterfront walkway may be included as public open space.
2. Public open space of at least 1.80 acres shall be provided, shall be permanently accessible to the general public and shall appear as a continuous public area.
3. A bicycle pathway shall be provided through the public open space connecting Anderson Street with 1st Avenue.
4. Adequate provision shall be made, to the satisfaction of the Development Permit Board, for the provision of access for emergency vehicles and vehicles required to service underground utilities.
5. Subject to the sections entitled “Development Character” and “Interpretation”, public open space shall be arranged as illustrated in Diagram 4.

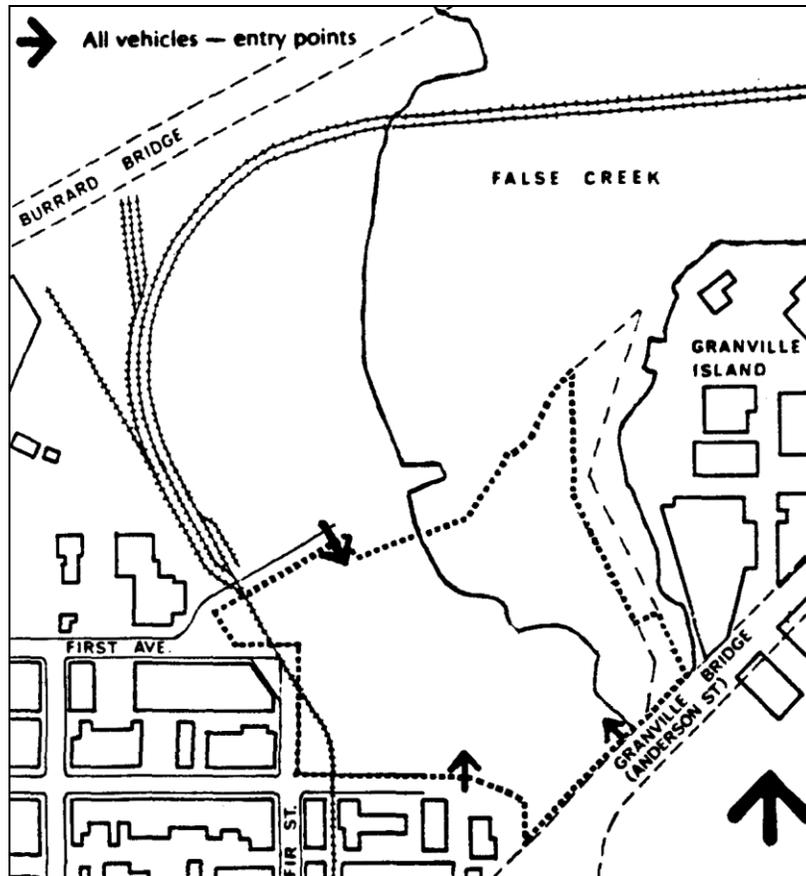
Diagram 4



Vehicular Circulation and Parking

1. Subject to the sections entitled “Development Character” and “Interpretation”, vehicular access shall be located as illustrated in Diagram 5.
2. The total number of parking spaces for all uses except the commercial marina shall not exceed 600.
3. Off-street parking for the commercial marina shall be provided in Site A or, at the discretion of the Development Permit Board, in another location within or beyond Area 10B.

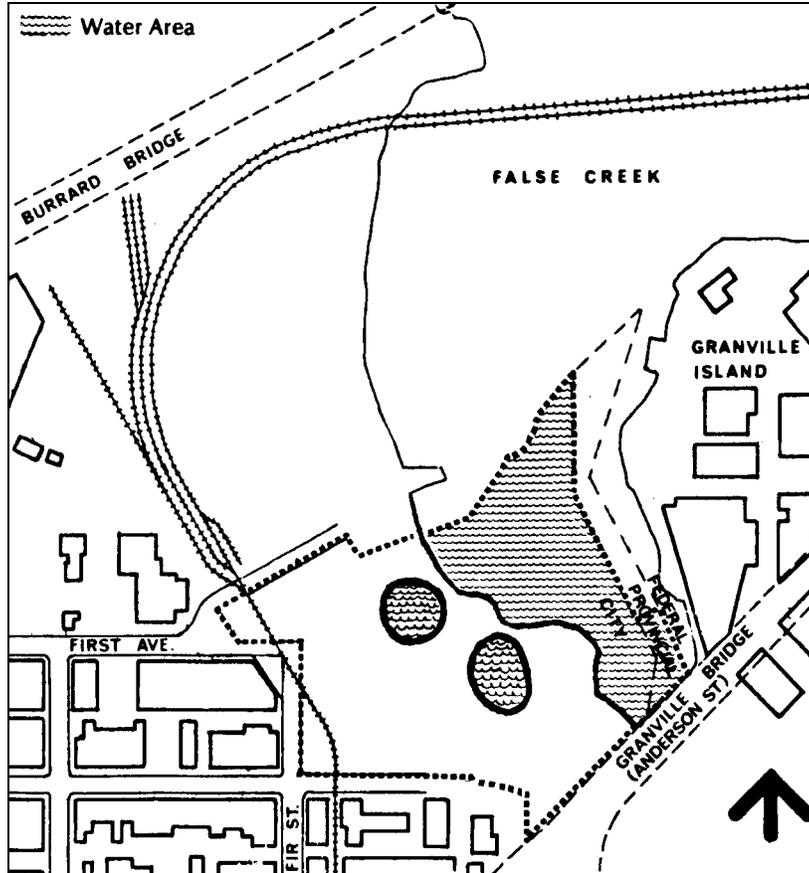
Diagram 5



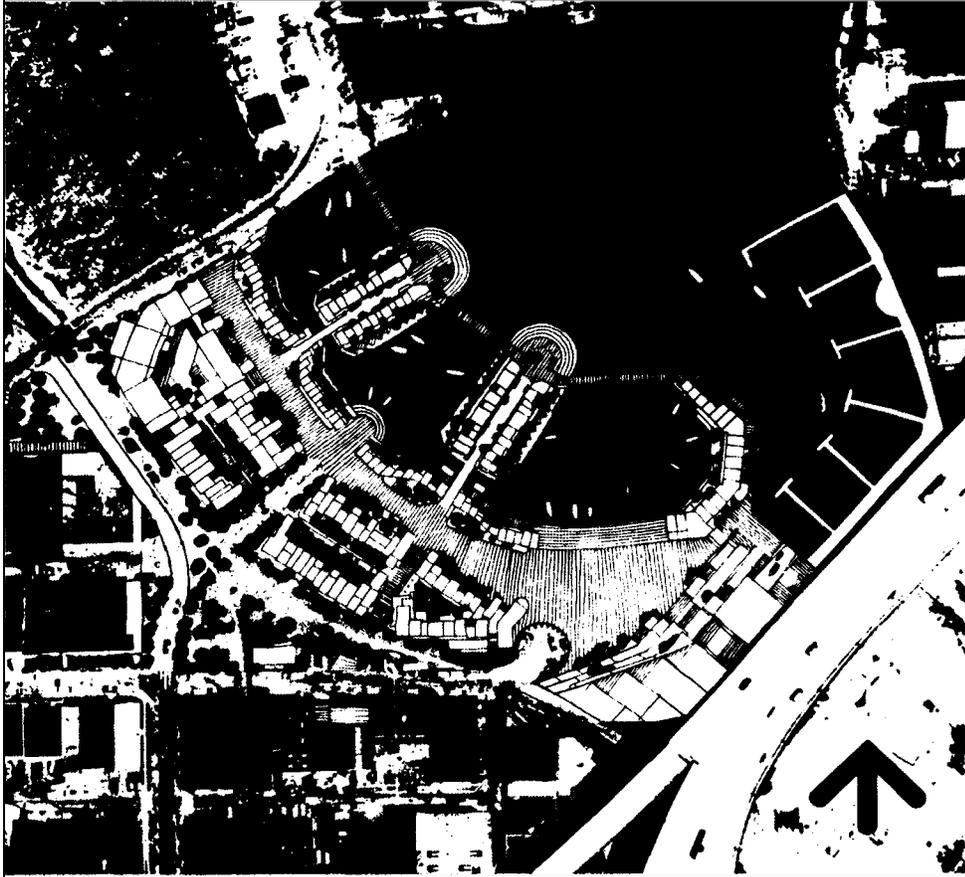
Water Area

1. There shall be no buildings or structures, other than structures supporting pedestrian streets and the waterfront walkway, on or over the water area, except as provided for in 2 and 3 below.
2. Development may require realignment of the seawall.
3. A commercial marina, associated with the development on Site A, shall occupy not more than 2.3 acres of the water area, measured at low tide, situated between the land portion of Area 10B and Granville Island, including not more than 1.3 acres of the water area under the jurisdiction of the City.

Diagram 6



Development Plan -- For Illustrative Purposes Only



View of Development Plan -- For Illustrative Purposes Only



Site F Development

Notwithstanding the sections entitled “Building Heights”, “Public Open Space and Pedestrian Circulation”, “Vehicular Circulation and Parking”, “Water Area”, “Development Plan”, and “View of Development Plan”, development on Site F must meet the following regulations and requirements:

- (1) The following uses may be permitted:
 - (a) Dwelling uses, limited to dwelling units used for secured market rental housing or for social housing limited to rental housing owned by a non-profit co-operative association, with a minimum of 20% of the total dwelling unit area used for Moderate Income Rental Housing Units, where “Dwelling Unit Area” is the floor area of each dwelling unit, measured to the inside of all perimeter walls excluding any floor area as permitted by (4) below, and “Moderate Income Rental Housing Units” means dwelling units that meet the requirements of approved Council policies and guidelines for Moderate Income Rental Housing, as secured by a housing agreement registered on title to the property;
 - (b) Institutional Uses, limited to Child Day Care Facility;

- (c) Cultural and Recreational Uses, limited to Artist Studio and Fitness Centre – Class 1;
 - (d) Manufacturing Uses, limited to Clothing Manufacturing, Furniture or Fixtures Manufacturing, Miscellaneous Products Manufacturing – Class B, Printing or Publishing, Shoes or Boots Manufacturing;
 - (e) Retail Uses, limited to Farmers’ Market, Grocery or Drug Store, Grocery Store with Liquor Store, Liquor Store, Retail Store; and
 - (f) Service Uses, limited to Animal Clinic, Barber Shop or Beauty Salon, Beauty and Wellness Centre, Production or Rehearsal Studio, Restaurant – Class 1, School – Arts or Self-Improvement, School – Vocational or Trade.
- (2) Commercial uses are permitted on the first floor only.
 - (3) The design and layout of at least 35% of the dwelling units must:
 - (a) be suitable for family housing;
 - (b) include two or more bedrooms, though inclusion of three-bedroom units is encouraged; and
 - (c) comply with Council’s “High-Density Housing for Families With Children Guidelines”, including provision of indoor and outdoor amenity space.
 - (4) The gross floor area for all uses must not exceed 7618.05 m² (82,000 sq. ft.). The gross floor area includes all above grade interior floor spaces for all uses and all typical floor area exclusions such as storage areas, and amenity rooms. Where floor area associated with storage space is excluded, a minimum of 20% of the excluded floor area must be located within the Moderate Income Rental Housing Units.
 - (5) A building up to 6 storeys is permitted.
 - (6) The following street improvements and setbacks are required:
 - a minimum 7 m (22.97 ft.) SRW along the northern portion of Fir Street between West 1st Avenue and the lane to the south for street and transportation purposes.
 - a 17 m x 17 m (55.77 ft. x 55.77 ft.) corner-cut truncation from the existing property line in the southwest corner of the site, secured as an SRW and/or dedication;
 - a 1.5 m (4.92 ft.) setback from the property line on West 2nd Avenue;
 - a 0.61 m (2 ft.) setback from the property line on Fir Street; and
 - a 3.66 m (12 ft.) setback along the northern property line to enhance urban design performance and create a pedestrian connection.
 - (7) Vehicle and visitor parking, loading, and bicycle parking must be provided in accordance with the Parking By-law.
 - (8) Upper levels of any buildings on this site must be terraced and stepped back to reduce the scale of the building, provide outdoor opportunities and minimize shadowing impacts on adjacent buildings.

- (9) Any development must integrate on-site open space and maximize tree retention. The development proposal must include public realm features (i.e. street trees, landscaping, street lights, and street furniture, as required).
- (10) The building must be designed to activate and enhance open space and streetscape.
- (11) At Development Permit application, the applicant is encouraged to engage with the Squamish Nation to ensure compatibility of plans with the adjacent Senakw development.

**FALSE CREEK AREA
DEVELOPMENT PLAN FOR AREA 6, PHASE 3**

(Adopted by By-law No. 5550, May 18, 1982)

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False Creek Area Development Plan for Area 6, Phase 3

Application and Intent

The following Area Development Plan for Area 6, Phase 3, of the False Creek Comprehensive Development District is intended to regulate the development of that part of the City of Vancouver illustrated on Diagram 1.

Area 6, Phase 3, which includes the City-owned Waterlot Area, shall:

1. have a residential community with high standards of development;
2. have transitional land uses and/or acoustic structures on Lot 9 which act as a buffer between industrial uses to the east and residential land uses to the west;
3. have significant public amenities including a seawall and waterfront walkway in the City-owned Waterlot Area; and
4. have significant public amenities interspersed amongst the residential lands and the City-owned Waterlot Area for the enjoyment and pleasure of the public.

Development Character

The character of development will be as described in this Area Development Plan. General reference to the supplementary architectural drawings submitted on behalf of Polygon Properties Ltd., dated April 16, 1987 and received April 23, 1987 by the City of Vancouver Planning Department, is intended for illustrative purposes only. These drawings are hereinafter referred to as the “supplementary drawings.”

Interpretation

Interpretation of the contents in this document is the function of the Development Permit Board.

The Development Permit Board may, at its discretion, refer any difference of opinion as to the interpretation of any part of this document 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.

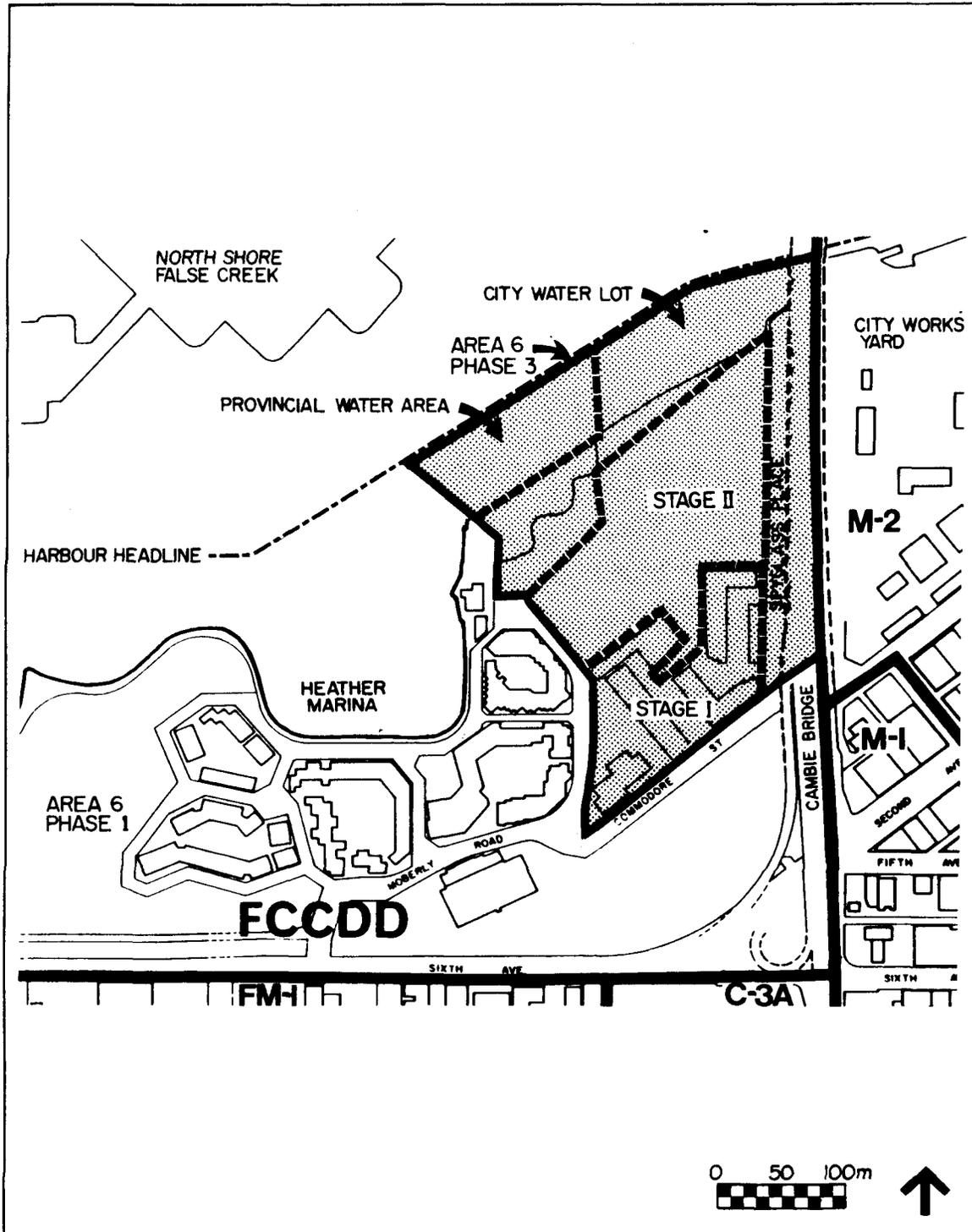
Without limiting the generality of the foregoing, the Development Permit Board may, in particular, vary the boundaries of Lots 3, 4, 5, 6, 7 and 8 as shown on Diagram 2, and vary the boundaries of the height enclosures on those same lots, as shown on Diagram 3, provided that no building on a lot shall be higher than the maximum height shown for that lot in Diagram 3, and that the other revisions of this plan respecting these lots are complied with.

The Development Permit Board may permit increases in building heights as specified in Diagram 3. The maximum height increase shall be 1.1 metres (approx. 3' 6") above prescribed building heights with increases permitted only for architectural appurtenances and roof top amenity uses.

The Development Permit Board, with advice from the General Manager of Parks and Recreation, may permit “Public Open Space” to be located other than as indicated on Diagrams 4 and 7 provided that there is no loss in the total amount of “Public Open Space”.

The Development Permit Board may refuse any application for a Development Permit involving an increase in the gross residential floor area in excess of 2 percent of the gross residential floor area shown on the supplementary drawings.

**False Creek Area 6, Phase 3
Diagram 1 - Site Context**



The Development Permit Board may permit a reduction of up to 10 feet in the required minimum distance of 100 feet between building “bubbles” on Lots 5 and 7 but only if such reduction results, in the opinion of the Development Permit Board, in equal or improved views to the north from Lot 3 and 4.

The Development Permit Board may permit a reduction of up to 5 feet in the minimum terrace length specified in this Plan. This reduction may be granted only if, in the opinion of the Development Permit Board, the design of the terraces still achieves suitable scaling down of the building at its ends.

The Development Permit Board may permit a reduction in the number of terraces as specified in this Plan. This reduction may be granted only if, in the opinion of the Development Permit Board, the building’s design has achieved a satisfactory tapering down of volume or suitable equivalent treatment.

Land Use/Development

The permissible development of the site shall be as follows:

1. Residential:

The total number of dwelling units shall not exceed 800, allocated, as set out below, to the individual lots illustrated on Diagram 2.

Lots	Approximate Lot Area hectares (acres)		Maximum Number of Units
1	0.22	(0.54)	120
2	0.57	(1.41)	165
3	0.43	(1.06)	95
4	0.46	(1.14)	60
5	0.49	(1.21)	85
6	0.79	(1.95)	60
7	0.85	(2.10)	85
8	0.81	(2.00)	150
Total	4.62	(11.41)	800*

*Note: This figure represents the aggregate maximum and is less than the sum of individual site maxima.

No development permit will be issued for a residential building on Lots 5, 6, 7 or 8, as shown in Diagram 2, until the property owners have

- (i) applied for and received written approval for the design and construction of the seawall, together with any clearances required from other authorities for the construction of that seawall;
- (ii) submitted to the City a letter wherein it is agreed that a seawall will be constructed in its entirety at the property owner’s expense prior to occupancy of any residential building on adjacent lots;
- (iii) submitted to the City an irrevocable letter of credit for an amount equal to the estimated cost of the construction of the seawall; and
- (iv) made satisfactory arrangements for a right-of-way to contain any portion of the seawall or walkway which has been constructed on this property;

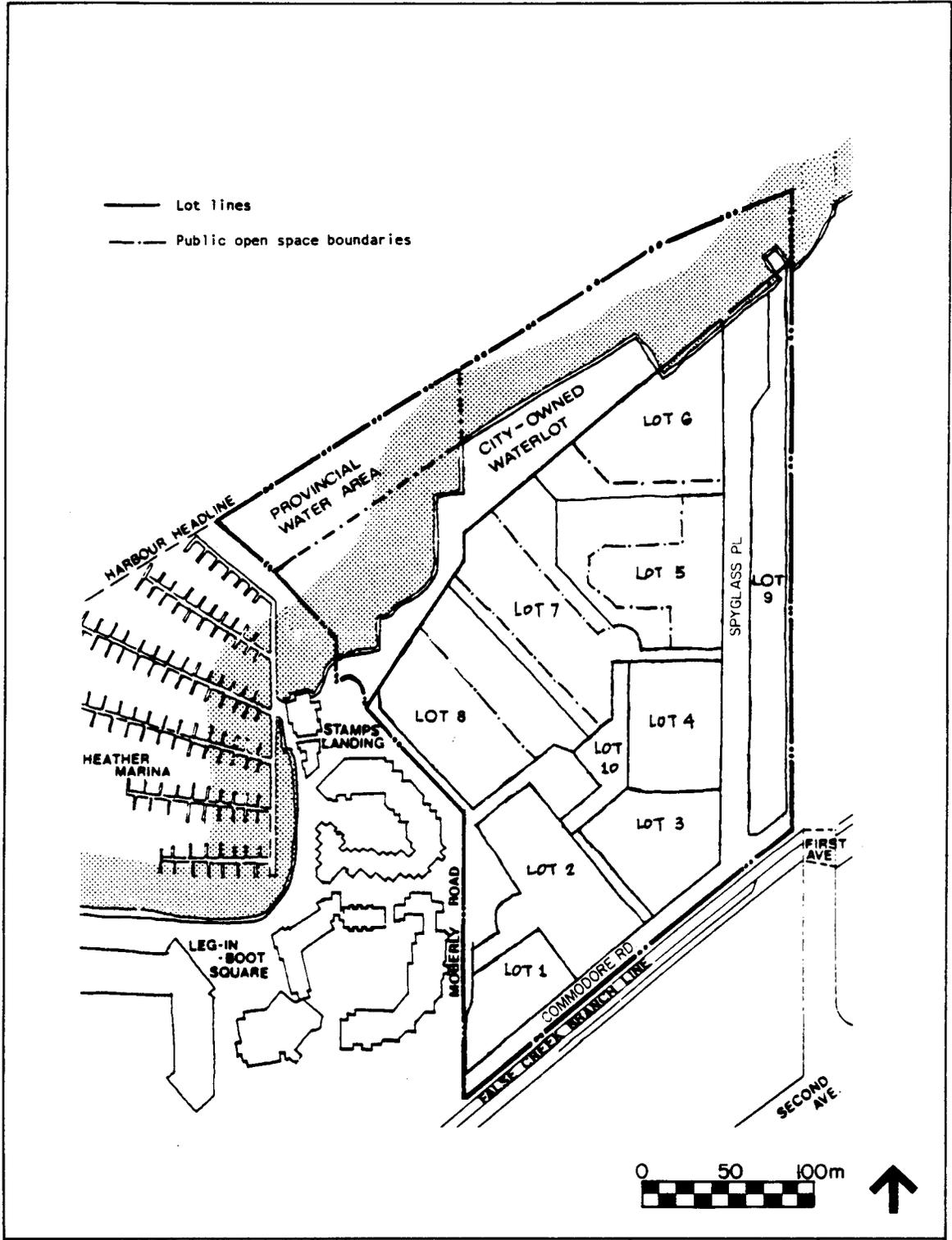
all of which are to be to the satisfaction of the City Engineer and Director of Legal Services, in consultation with the Director of Planning.

No occupancy permit will be issued for any residential building on Lots 5, 6, 7 or 8, as shown on Diagram 2, until the seawall has been completed or the City, as its discretion, has cashed the letter of credit.

The foregoing conditions regarding the issuance of development permits and occupancy permits on lands described as Lots 5, 6, 7 and 8 on Diagram 2 shall be, prior to subdivision involving those lands, registered as a covenant under Section 215 of the **Land Title Act** against the property.

No development permit shall be issued for Lots 5, 6 or 7 until a covenant under Section 215 of the **Land Title Act**, to the satisfaction of the Director of Legal Services and City Engineer, is registered against Lot 9 to ensure the construction and maintenance of the visual/noise buffer structure on Lot 9, for as long as there is residential occupancy of Lots 4, 5, 6 or 7.

**False Creek Area 6, Phase 3
Diagram 2 - Lot Layout**



No development permit shall be issued for Lots 5, 6 or 7 until legal agreements are registered against Lots 5, 6 and 7 to the satisfaction of the Director of Legal Services and City Engineer, to protect the City from any damage or nuisance claims resulting from noise or nuisance originating in the industrial lands east of Lot 9.

No occupancy permit shall be issued for any residential building on Lots 5, 6 or 7 until the applicants have constructed and/or funded a visual/noise buffer structure on Lot 9 to the satisfaction of the City Engineer and Director of Planning, with the advice of the Medical Health Officer, to mitigate noise and nuisance from industrial lands east of Lot 9.

All agreements must be registered as first charges against the subject properties subject only to encumbrances held by the City.

2. Industrial

Lots	Approximate Lot Area		Maximum Floor Area	
	hectares	(acres)	m ²	(sq. ft.)
9	0.745	(1.84)	5,600	(60,280)

Industrial/warehousing/storage, parking or alternative visual/noise buffer acceptable to the Development Permit Board shall be constructed on Lot 9, prior to any occupancy of residential units on Lots 4, 5 and 6 as shown in Diagram 2.

A relocated rail spur connecting to the False Creek line shall be permitted at the eastern edge of the site as indicated on Diagram 5, to service the industrial/warehousing/storage, parking development.

3. Recreational:

Community facilities for the development area, which are designed to provide for physical fitness, social, cultural or recreational activities, shall be provided, to the satisfaction of the Development Permit Board.

Facilities oriented towards a broader community may also be provided; the amount, location and type of such facilities to be to the satisfaction of the Development Permit Board.

4. Seawall/Walkway

This Plan makes reference to “seawall” and “walkway” both together and separately. Use of either term shall mean both “seawall and walkway” and shall include associated engineering works or improvements such as boat launching area, drainage, landscaping, lighting, etc. including the pedestrian access stair from the seawall/walkway to Cambie Bridge and the “special feature” to be incorporated into the design of the public waterfront. The seawall/walkway area shall be dedicated as “road” prior to the start of construction of the seawall/walkway.

Residential Composition

1. Dwelling Unit Types:

The unit composition shall be as set out below:

	Dwelling Type	Number of Dwelling Units
Market Housing (Lots 1 and 2)	1 Bedroom	20 to 50
	1 + Den, 2, 2 + Bedroom	200 to 250
Market Housing (Lots 5 - 8)	1 Bedroom	90 to 150
	1 + Den, 2, 2 + Bedroom	220 to 270
Non-market Housing (Lots 3 and 4)	1 Bedroom	25 to 50
	2-3 Bedroom	125 to 150

2. Non-market Housing:

A minimum of 21 percent of the total number of housing units shall be non-market housing. At least 70 of these shall be family-oriented units.

The provision of non-market housing shall be phased with the construction of market units so that:

- (i) not more than 300 market units may be constructed prior to the construction of at least 100 non-market units, and
- (ii) not more than 400 market units may be constructed prior to the construction of all the required non-market units.

3. Family-oriented Housing:

A family-oriented unit shall have 2 or more bedrooms, shall be located not more than 3 storeys above grade level and preferably have ground level access either directly or via stairs servicing the unit.

4. Acoustic Treatment Provisions:

A restrictive covenant shall be registered against all the property of the development, to ensure that the acoustic treatment of the residential buildings will meet C.M.H.C. Acoustic Standards taking into account the proposed Connaught Bridge realignment.

These standards shall be those in effect at the time of the enactment of the By-law adopting this Area Development Plan.

Building Heights

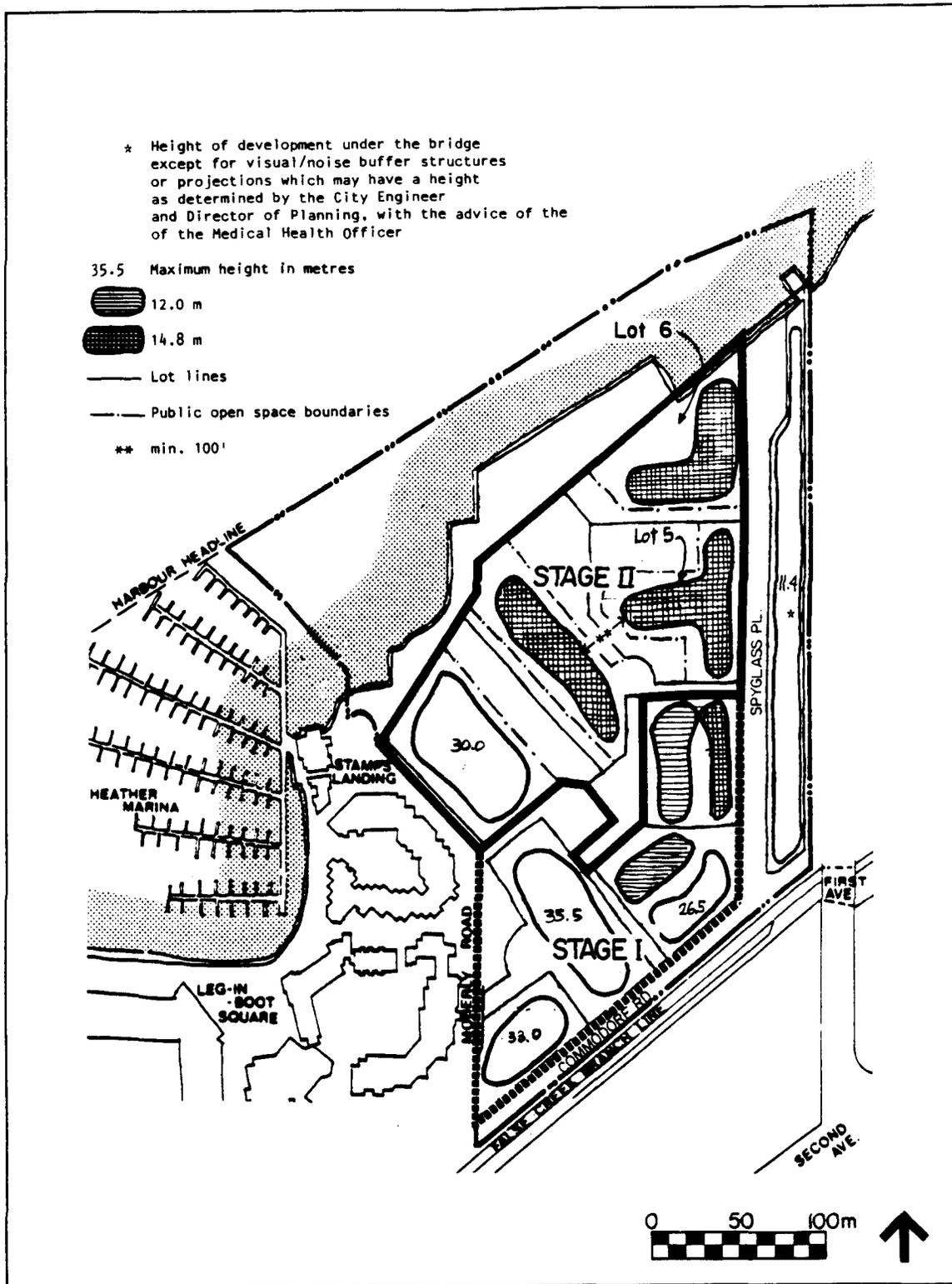
1. Maximum building heights shall be generally as shown on Diagram 3, except that appurtenances or projections may extend above these maxima with the approval of the Development Permit Board.

2. The building heights shall be measured in metres from geodetic datum* (Elevation 0.0 m), which is the mean sea level with respect to False Creek.

*Note: The approximate elevation of the top of the existing seawall adjacent to the Heather neighbourhood is 2.63 m (Old City Datum EL 100.0).

3. A minimum 100 foot gap shall be maintained between buildings which shall be within the building “bubbles” on Lot 5 and Lot 7, as illustrated on Diagrams 3 and 7.

**False Creek Area 6, Phase 3
Diagram 3 - Building Height**



Public Open Space

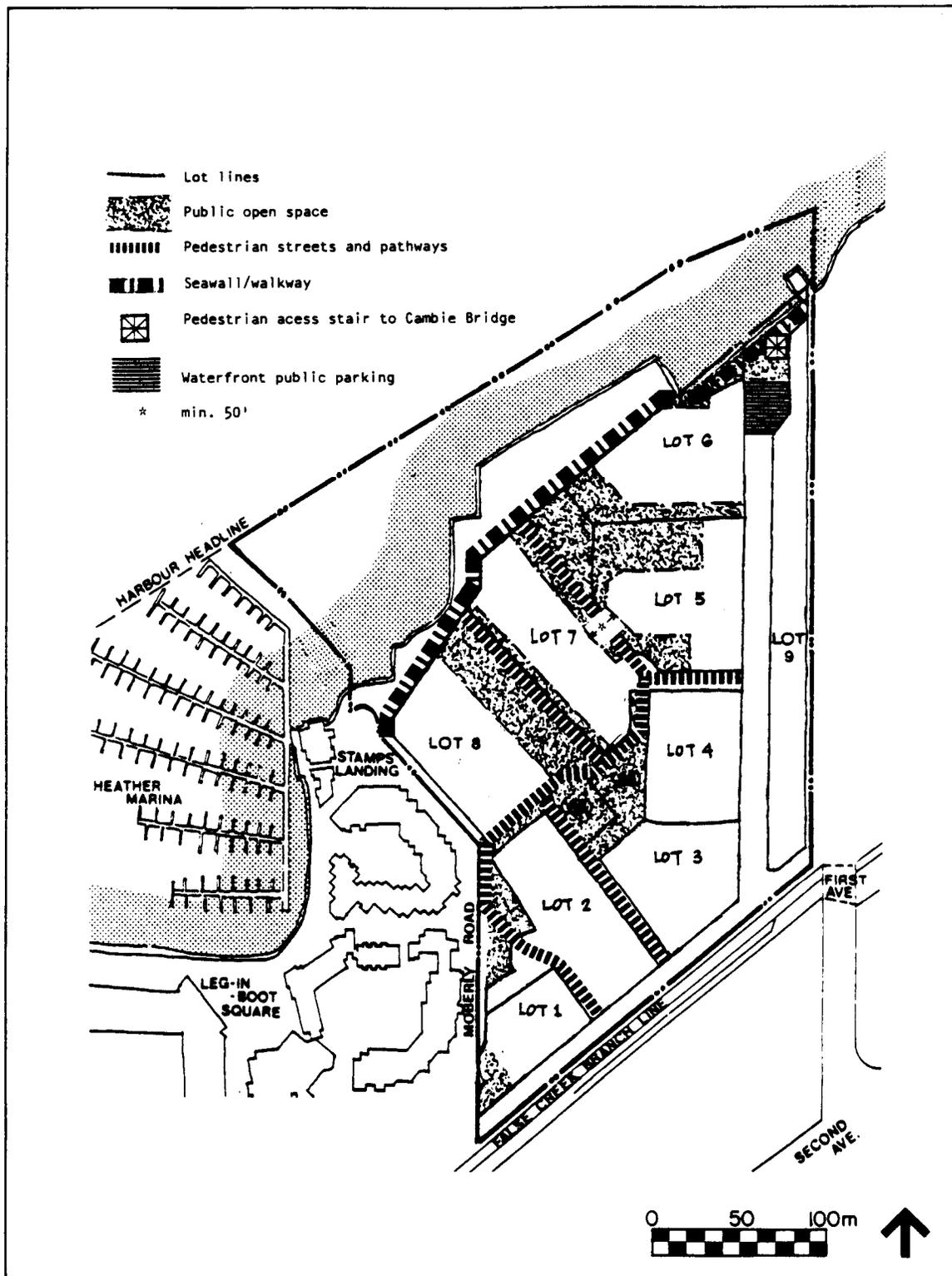
1. The public open space shall be not less than 1.42 hectares (3.5 acres), and shall be provided in the approximate locations as shown on Diagram 4.

Additional public open space may be provided on the City-owned water lot area.

Stage II Public Open Space within the privately-owned site area shall be developed and maintained in perpetuity by the owners of the development and shall be accessible to the general public at all times. The Public Open Space shall be assigned to Lots 5, 6, 7 and 8, as shown on Diagram 7.

2. Pedestrian streets and pathways which may include provision for bicycles, shall be provided in the approximate locations as shown on Diagram 4 to the satisfaction of the Development Permit Board, and shall be accessible to the general public at all times.
3. All public open space within the privately-owned site area shall be developed and maintained in perpetuity by the owners of the development and shall be accessible to the general public at all times.

**False Creek Area 6, Phase 3
Diagram 4 - Public Open Space**



Vehicular Circulation and Parking

Vehicular Access

1. Vehicular access to the development area shall be provided by Moberly Road and 1st Avenue as shown on Diagram 5.
2. Local streets to serve the development area shall be dedicated on the south and east sides of the development area as shown on Diagram 5.

The total street allowance of these dedicated streets on the south and east shall be 16.0 metres and 17.0 metres respectively.

Provision shall be made to the satisfaction of the City Engineer for laybys in excess of the widths noted above for limited bus zone locations.

3. Moberly Road on the west side of the development shall be widened to provide a dedicated street right-of-way of 15.5 metres by incorporating a dedication of 4.832 metres from the development site.
4. Vehicular access to underground parking garages and for servicing shall be primarily from these dedicated streets on the south and east, and from the widened Moberly Road on the west.

The dedicated street forming part of the “Public Square” area shown on Diagram 5, shall be used only to provide emergency vehicle access to the area and servicing access to Lots 7 and 8.

5. Truck access to Lot 9 shall be via First Avenue only with no truck access from Spyglass Place.
6. The design and construction of those portions of the pedestrian streets and seawall/walkway shown on Diagram 5 shall accommodate use by emergency vehicles.

Parking Provisions

7. Parking spaces to accommodate residents and visitors shall be provided at a minimum ratio of 1.6 covered parking spaces per residential unit for each of Lots 5, 6, 7 and 8. All parking spaces shall be located on the lot they serve, except that a maximum ratio of 0.2 spaces per residential unit of the required parking may be permitted off-site by the Development Permit Board provided that such spaces are for visitor parking only and located on another site within 100 metres from the development or building they are intended to serve and provided further that such spaces are secured by legal agreements, which are to the satisfaction of the City Engineer and the Director of Legal Services, and are registered against title prior to issuance of a development permit.

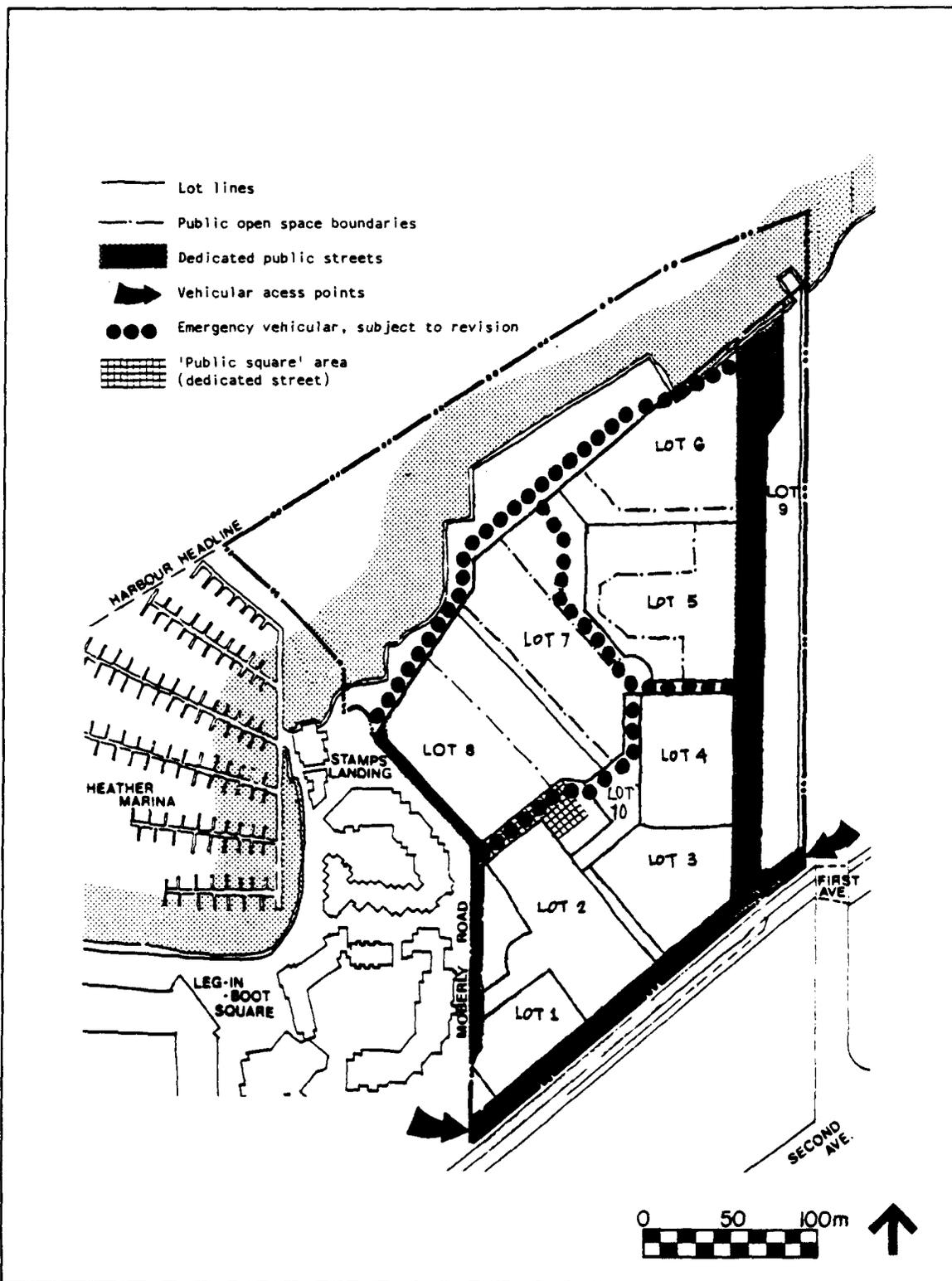
Notwithstanding the above, development of Lot 8 shall only require a minimum of 1.3 covered parking spaces per unit to be located on Lot 8, provided that the balance of the required spaces shall be located on Lot 7 and secured by legal agreements, registered against title, prior to issuance of a development permit and to the satisfaction of the City Engineer, Director of Planning, and Director of Legal Services.

8. All parking within Lots 1-8 shall be covered.

Surface parking shall only be permitted on the east side of Lot 9, and within the dedicated south and east street areas and on Moberly Road should this be found appropriate.

9. The public visitor’s surface parking area provided on the dedicated street adjacent to Lot 9 and the waterfront area shall be landscaped to the satisfaction of the Director of Planning and the City Engineer, as shown in Diagram 4.

False Creek Area 6, Phase 3
Diagram 5 - Vehicular Circulation and Parking



Water Area

1. The easterly portion of the City-owned water lot area, shall be developed for the use and enjoyment of the general public and shall remain a predominantly open water area.

Provision shall be made for public access to the water’s edge and at the easterly end of the water area for the launching by hand of small boats or canoes, as shown on Diagram 6.

Provision may be made for barge access to the industrial/warehousing development on Lot 9.

2. The design of the seawall/walkway shall appear as a continuous public area and be to the satisfaction of the City Engineer in consultation with the Director of Planning, and the General Manager of Parks and Recreation.
3. The design of the seawall/walkway shall incorporate a special feature to ensure that a focus of public interest is created, to the satisfaction of the City Engineer in consultation with the Director of Planning and the General Manager of Parks and Recreation.
4. A pedestrian access stair to the Cambie bridge, located approximately as shown on Diagram 4, shall be constructed and/or funded by the applicant to the satisfaction of the City Engineer and Director of Legal Services, in consultation with the Director of Planning, concurrent with construction of the seawall/walkway in the City-owned waterlot.
5. The seawall/walkway as shown on Diagram 4 shall be constructed and/or funded by the applicant, to the satisfaction of the City Engineer and Director of Legal Services in consultation with the Director of Planning. This seawall/walkway shall have a public walkway 6 metres in width and shall provide continuous public access along the water’s edge from the west property line of the City-owned waterlot to the easterly property line extension of Lot 9.
6. The seawall/walkway shall have suitable legal agreements to ensure the extent of its construction shall be from the west property line of the City-owned waterlot to the easterly property line extension of Lot 9, and that upon its completion to the satisfaction of the City Engineer it shall revert to the City. The suitable legal agreements regarding the extent of seawall/walkway construction, and the reversion of the seawall/walkway shall be to the satisfaction of the Director of Legal Services and the City Engineer.
7. A marina, with a maximum boat capacity of 60, may be located on the westerly portion of the waterlot area, generally as shown on Diagram 6.

Adequate provision shall be made for loading for the marina to the satisfaction of the Development Permit Board.

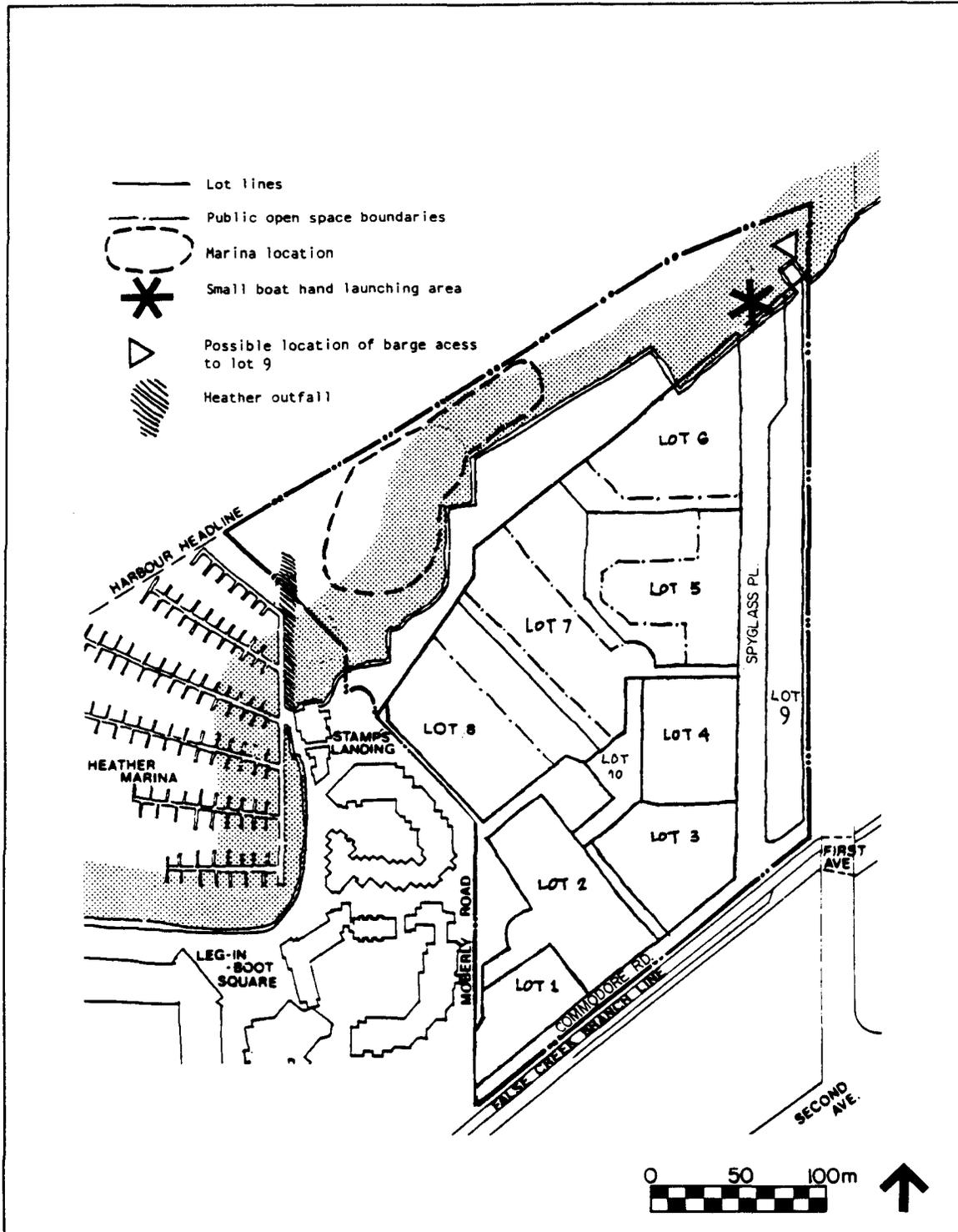
Development related to the marina shall be for boat berths and/or ancillary uses to boat berth use. Ancillary development shall be small scale in nature and located to the south of the seawall/walkway or situated as a small floating structure in amongst the boat berths.

8. A minimum ratio of 1 parking space for 2 boat berths of covered off-street parking shall be provided for the marina.

Marina operation shall not commence until suitable parking arrangements are in place, to the satisfaction of the City Engineer and Director of Legal Services.

9. The westerly marina berths shall be designed to minimize any conflicts with outflows from the Heather outfall, as shown on Diagram 6, to the satisfaction of the City Engineer.

**False Creek Area 6, Phase 3
Diagram 6 - Water Area**



Cambie Bridge

1. The owners of Lot 9 shall make satisfactory legal agreements to allow for additional work and maintenance related to the Cambie Bridge, to the satisfaction of the City Engineer and Director of Legal Services.
2. A statutory right-of-way shall be required over Area 6, Phase 3 saving the City harmless from noise, vibration and other related disturbances which may result from the Cambie Bridge. This right-of-way shall be to the satisfaction of the City Engineer and Director of Legal Services.

Building Character

1. The rooftops of buildings on Lots 5, 6 and 7 will be highly visible from neighbouring sites. The applicant shall enhance the visual amenity of these rooftops by the use of special rooftop materials, development of functional amenity areas such as patios, or development of architectural appurtenances, or a combination of these elements.
2. Development of vertical character and emphasis shall be provided to soften the horizontal massing of buildings on Lots 5, 6, 7 and 8. The applicant shall accentuate vertical character through massing and material techniques.

Massing techniques should be developed in the building design to emphasize vertical character. This may be done with the use of bay window unit projections, and use of architectural appurtenances which complement and accentuate vertical character.

Material techniques should be developed in the building design to emphasize vertical character. This may be done by applying accent materials, such as brick, vertically to complement and accentuate vertical character.

3. Development of “steps” or “terraces” at the ends of buildings on Lots 5, 6, 7 and 8 shall be provided to achieve a transitional scale at the seawall-oriented ends of the buildings and de-emphasize the horizontal character of the buildings.

The massing for buildings on Lots 5 and 6 shall have a minimum of 2 terraces on their respective westerly wings and have a minimum length of 25 feet for each of the terraces.

The massing for the building on Lot 7 shall have a minimum of 2 terraces on its northerly wing and have a minimum length of 25 feet for each of the terraces.

The massing for the building on Lot 8 shall have a minimum of 4 terraces on its northerly wing and have a minimum length of 20 feet for each of the terraces.

Subdivision

1. Subdivision of Stage II shall be approximately as indicated on Diagram 7.
2. Public Open Space shall have the areas and locations and shall be assigned to Lots 5, 6, 7 and 8 all as shown on Diagram 7.
3. Public Open Space may have areas reassigned in Stage II, in accordance with the “Interpretation” Section of this Plan.
4. Public Open Space shall have a minimum dimension of 50 feet between Lots 5 and 7, as indicated on Diagram 7.

5. Prior to subdivision approval, appropriate rights-of-way and other legal agreements shall be required which guarantee public access, development and maintenance of Public Open Space (together with delivery of a letter of credit to secure construction prior to issuance of a development permit for any of Lots 5, 6, 7 and 8) with indemnities in favour of the City, all to the satisfaction of the City Engineer, Director of Planning and Director of Legal Services.
6. Prior to any subdivision of the land constituting Lots 5, 6, 7 and 8, appropriate legal agreements and covenants shall be required which shall be in favour of the City and cover such things as drainage of new development and indemnities in favour of the City for any damages arising from flooding of the site. All legal agreements and covenants shall be to the satisfaction of the Director of Legal Services and the City Engineer.

Open Space Character

1. Development of Public Open Space shall ensure appropriate definition between public and private areas to ensure maximum use of public and private areas, with minimum nuisance to each.
2. Definition of public and private open space shall be provided with appropriate elements such as terraces, walls, landscaping, fences or a combination of these elements.

**False Creek Area 6, Phase 3
Diagram 7 - Lot Configuration/Stage II**

