

# URBANVILLE

Generative Urban Design in  
Vancouver's False Creek South

By

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## ABSTRACT //

As roadmaps for urban development, master plans have significant limitations. Such plans typically disregard the potential for change (economic, market demand, political, changing context, etc.) over the often-lengthy period of their projected build-out. As an alternative approach, can strategies be devised to ensure larger goals will be achieved without limiting the form that development takes along the way?

*Urbanville* starts a discussion of alternatives to master planning in the form of an iterative and generative process that enables communities to establish goals, set targets, and devise metrics by which to assess various approaches to transformation. This performance-based process enables targets to be met in a multitude of formal variations.

Vancouver's False Creek South neighbourhood is an ideal test case for this approach to urban design. As the city targets this neighbourhood for significant intensification, the process will help the community establish values and agree on performance standards by which to envision alternative futures.

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PART 1 //  
UNDERSTANDING

## INTRODUCTION //

Cities are characterized by change and subject to a variety of dynamic forces. These forces come both from within the city and from elsewhere. With so many factors affecting the growth and transformation of cities, shouldn't our urban design strategies be able to react and respond appropriately?

The constantly changing array of parameters that urban design faces led Brent Ryan, Professor of Urban Studies and Public Policy at MIT, to develop the concept of *plural urbanism*. Declaring independence for urban design from its sister building arts (architecture, landscape, sculpture, art), Ryan identifies five dimensions to plural urbanism: scale, time, property, agency, and form.<sup>1</sup>

The concept of plural urbanism can be applied to the redevelopment of Vancouver's False Creek South neighbourhood (FCS). Located within walking distance of downtown, FCS was developed in the 1970s. It represented an experiment in urban design, largely based on the principles Christopher Alexander articulated in his book, *A Pattern Language*.<sup>2</sup> As applied, these principles created a beautiful, walkable community with a mix of housing types and tenancies (social housing, housing co-ops, condo corporations, and market rental) on land over which the City of Vancouver maintains 80%

<sup>1</sup> Brent D Ryan, *The Largest Art: A Measured Manifesto for a Plural Urbanism*, (Cambridge: The MIT Press, 2017)

<sup>2</sup> Christopher Alexander, *A Pattern Language: Towns, Buildings, Construction*, (New York: Oxford Univ., 2010)

ownership. Forty years later, the City is facing expiring land leases, pressure for increased density, a community that is largely disconnected from surrounding neighbourhoods, and a province-wide affordable housing crisis. Together these factors make FCS ideal for redevelopment – and a great test case for new approaches to design and planning.

Based in public engagement and iterative design, *Urbanville* explores design strategies that can be applied to any site. The application of these evolving strategies to False Creek South generated an extraordinary number of combinations and permutations for the community to consider. There is no *right* or *wrong* combination; each variation embodies different means and reflects different priorities. Ultimately, the site will transform in tandem with – and subject to – the vicissitudes of the surrounding communities and Vancouver as a whole.

While this thesis draws on key concepts, strategies and academic sources, the project deployed design as the primary mode of research. Interactive installations were constructed to engage the public, and multiple design iterations – informed by feedback from colleagues, Ben Gianni, and those that interacted with the installations – proved to be invaluable as a form of research. In effect, this thesis represents the search for a method – both for research and for urban design.

In great part, *Urbanville* reflects my brief experience working in the field of urban design. As my schooling up to this point has been entirely in the field of architectural design, it may seem both presumptuous and disingenuous to speculate on new (and better) approaches to planning methods at the community or urban scale. By way of grounding the process and limiting the scope and aspirations of the endeavor, *Urbanville* focuses on the design of a specific community. It became a test case for a set of strategies that I was ultimately able to bring to the community for further testing.



Fig. 01: Installation of *Urbanville 1.0* at Carleton University

The contemporary method of master planning for urban development has significant limitations. Master plans often disregard the potential for change in a community, whether that be a change in economics, market demand, political, or surrounding context. Even if a master plan attempts to incorporate these possible changes, it is impossible to predict the future of a community consistently or accurately. Although master plans often build in flexibility, how many adjustments can these plans sustain without having to be abandoned altogether? There are many examples of this inability to foresee future development paths, a significant local scenario being Lebreton Flats.

### LEBRETON FLATS

In the early 20th century, Lebreton Flats was a mixture of industries and housing for workers in nearby lumber mills. Jacques Gréber's 1950 plan for the capital called for the complete tear-down of Lebreton Flats.<sup>3</sup> This ultimately took place in the 1960s when the neighborhood was intended to be replaced by a complex of government office towers served by a new north/south highway.<sup>4</sup> This first iteration of a master plan would be quickly dismissed in the early 1970s. With the legislation of bilingualism under Pierre Elliot Trudeau, there was increased pressure to locate federal office

<sup>3</sup> Canada, National Capital Planning Service, Plan for the National Capital: General Report submitted to the National Capital Planning Committee, By Jacques Gréber, Ottawa: Edmond Cloutier, 1950.

<sup>4</sup> Smythe, Robert, "Skyline: The Flats - Overplanned and underdeveloped," Centretown Buzz, January 15, 2016, <http://www.centretownbuzz.com/2016/01/15/skyline-the-flats-overplanned-and-underdeveloped/>.



*Fig. 02: Lebreton Flats (1917)*



*Fig. 03: Lebreton Flats (1976)*



*Fig. 04: Lebreton Flats (2017)*

buildings on the Quebec side of the Ottawa River. After these initial offices were constructed, the cost associated with the remediation of Lebreton Flats and the difficulty of accessing it from Ottawa's major highway saw the demand for towers on the Ontario side of the border ultimately taken up in other places such as Booth Street and Tunney's Pasture.<sup>5</sup>

The next plan for the Flats emerged in the late 1990s, driven in part by the decision to locate the National War Museum there. The plan, devised by the National Capital Commission (NCC), set aside land for institutional projects, realigned the Sir John A. Macdonald parkway, and proposed a modest, largely mid-rise neighbourhood flanking Booth Street.<sup>6</sup> Claridge Homes was awarded development rights to the areas east of Booth and moved forward with construction. Meanwhile, the City of Ottawa began operating commuter train service along what is now known as the O-Train corridor (Trillium Line). The northern terminus of the Trillium Line intersected the east-west bus rapid transitway at the southwest corner of Lebreton Flats, transforming Bayview Station into an important transit hub. The need for densification around transit hubs coupled with the new demand for downtown living, mainly in the form of high rises, diminished the validity of the NCC's 1997 plan, which was seen to be out of touch with market demand. These factors led the NCC to commission a new plan for the Flats

<sup>5</sup> Gianni, Ben, "Information on Lebreton Flats," E-mail message to author, January 05, 2018.

<sup>6</sup> Ibid.

(the areas west of Booth), in 2016.

Under the current plan, titled *Illumination Lebreton*, Lebreton Flats is intended to be a transit-oriented, mixed-use community and home to a major new event centre (intended as a new home for the NHL's Ottawa Senators). While its announcement generated an influx of excitement, recently the plan has met several obstacles. Claridge Homes is disgruntled by the requirements that they must adhere to the height restrictions of the more conservative 1990s plan and there remains an overarching question of how the project will be funded. Additionally, concerns surrounding the ownership of the Ottawa Senators brings uncertainty to one of the most crucial components of the plan. Ultimately, it has been almost 60 years since the federal government expropriated the Flats and most of the land still sits empty.

Even those not familiar with the Lebreton Flats project are likely able to recall a debacle associated with an attempt to master plan: a project that has spun its wheels trying to receive funding, survive a political election, and/or respond to changing market demands. The master plan approach focusing on built form is subject to these problems because of the limited possibility for change along its build out.

## FRICION WITH THE MASTER

The master plan is also often seen as a top-down, all encompassing, swipe at a neighbourhood or area. Citizens frequently become defensive about such heavy-handed approaches, especially if they take place within a democratic society. There is perhaps no better example of this than Le Corbusier and his urban ideas contained within the Athens Charter and La Ville Radieuse. The European cities many saw as beautiful collections of fascinating buildings, Le Corbusier referred to as “frightening chaos and saddening monotony.”<sup>7</sup> The master plan approach coupled with his method of housing society in tall towers that limited social interaction was unique but ultimately unsuccessful. The sociologist Richard Sennett spent part

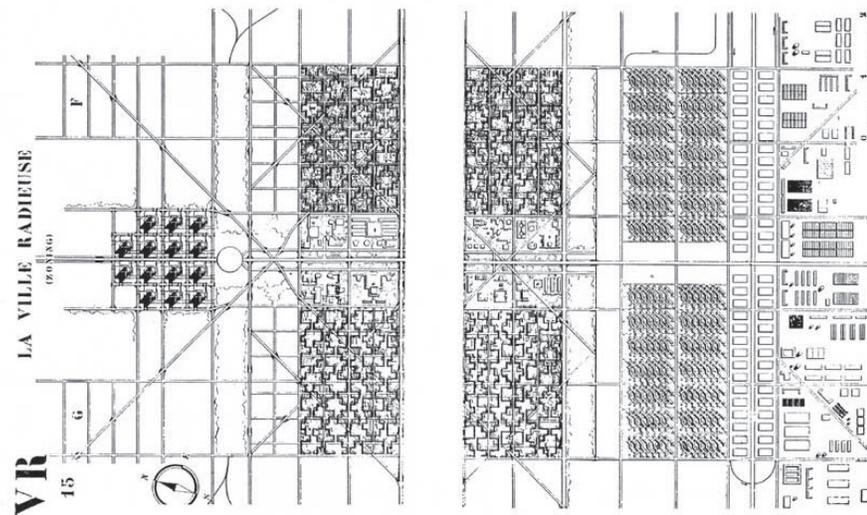


Fig. 05: Plan for La Ville Radieuse, Le Corbusier (1930)

<sup>7</sup> “Le Corbusier Biography.com,” The Biography.com website, April 2, 2014, <https://www.biography.com/people/le-corbusier-9376609>.

“Cities have the capability of providing something for everybody, only because, and only when, they are created by everybody.”

Jane Jacobs, *The Death and Life of Great American Cities*, (New York: Vintage Books, 1961), 238.

of his childhood in a project inspired by Le Corbusier's principles, namely Cabrini-Green in Chicago. He described it as "a project that denied people control over their own lives."<sup>8</sup> It is clear that Le Corbusier was not a believer in democratic ideals and this way of thinking led him to develop plans that were perceived as controlling. While his architecture is still admired today, his urban design ideas are less so. Can a method of planning cities be less controlling and more open for residents' input, all while allowing the plan to actualize itself in a generative process?

Although the master planning method can sometimes be restrictive and intimidating, its benefits must be acknowledged as it is widely used in urban planning today. It allows for a cohesive community development strategy and lets residents visualize what their community might become. One might question, however, just how useful it is if what is visualized never comes to fruition. Sometimes this visualization is just used to get residents and city officials to 'buy in' to the idea to move things forward. However, as previously discussed with Lebreton Flats, it is often challenging to move a master plan forward when the area in question is extremely large and there are many stakeholders.

The master plan is widely accepted as the default way to rethink a city or community, but is it really the most constructive?

8 Greenspan, Elizabeth, "Top-down, Bottom-up Urban Design," The New Yorker, October 19, 2016.

## PLURAL URBANISM

In his book *The Largest Art*, Brent Ryan argues that urban design should be understood differently than its sister arts, namely architecture, landscape design, sculpture, and land art. He questions contemporary urban design strategies that have been heavily influenced by architectural design methods.<sup>9</sup> While architecture often deals with a single site, a single client, and a single structure, urban design often involves multiples of each. Ryan also notes that, like architecture, most urban design teaching focuses on the creation of visually, formally, and functionally compelling projects – evaluated based on how they will look and operate at full build-out. In contrast to individual buildings, the static nature of many urban design projects compromises their long-term credibility. “... [W]hereas architecture is unitary, urban design is plural, and it therefore relates to time differently than does architecture.”<sup>10</sup> Urban design must reconceptualize itself as a dynamic process separate from the paradigms of architecture that have helped to shape the discipline.

Ryan developed the concept of *plural urbanism* over the course of his career as both an architect and planner. He ascribes five key dimensions to the concept: scale, time, property, agency, and form – all of which are at play in False Creek South. As applied to FCS, urban design ranges from

<sup>9</sup> Brent D Ryan, *The Largest Art: A Measured Manifesto for a Plural Urbanism*, (Cambridge: The MIT Press, 2017)

<sup>10</sup> *Ibid.* 65

“Why did we design such projects as pop-up cities – ready to build, complete in and of themselves, and immune from the realities that afflicted real urban design?”

Brent D Ryan, *The Largest Art: A Measured Manifesto for a Plural Urbanism*, (Cambridge: The MIT Press, 2017), X

the scale of the entire community to the configuration, use and goals envisioned for its numerous sub-districts. The site includes multiple, unique building typologies to which any redevelopment is likely to add further varieties. Although the imminent expiration of land leases has occasioned a major reconsideration of the form and density of False Creek South, the community will never stop transforming, nor will the principles, goals and forces that guide that transformation. Any redevelopment will need to satisfy current residents, city staff, multiple levels of government, the residents of Vancouver at large, and any possible future residents. As such, False Creek South is an ideal scenario for considering the idea of *plural urbanism*.

Ryan discusses the *Fun Palace*, a conceptual project produced in 1961 by London architect Cedric Price. It consisted of a structural framework of trusses to which different signage and lighting were attached depending on the activities the structure was called on to accommodate. Only the structure was designed by the architect (or master); the rest was left to the public. This was in stark contrast to the modernist housing projects of the time which left little opportunity for personal expression. The *Fun Palace* was intended for a range of different people, all of whom were able to leave their mark on it.

It is useful to compare the design approach of the *Fun Palace* to that of the

urban design of a city. While cities could be designed down to their smallest detail by a single master, like Le Corbusier, a lack of flexibility could threaten their longer-term viability.

*Urbanville* accepts and capitalizes on the concept of *plural urbanism* by creating a framework that enables those with a stake in the future of FCS to envision a variety of different goals and a range of ways in which those goals might translate to urban form.

## INDETERMINACY IN DESIGN //

Designers often use quantitative and qualitative research methods, borrowed from the humanities and social sciences, to help inform decisions throughout the design process. However, these methods often restrict the development of unique and interesting results as they are based off ideas already present in society. How can indeterminacy be used in the design process to allow for new and unpredictable results to appear?

First, it is important to differentiate randomness from indeterminacy. Lily Diaz describes randomness as a direct description of an object, process, or event.<sup>11</sup> For example, one could randomly choose a number. Indeterminacy is “the state of something not being fixed conclusively”, related to the framework of a process.<sup>12</sup> One can set up an indeterminate process to choose something. Whether that thing will be a number is not known before working through the process.

When speaking about indeterminacy it is also important to discuss the difference between vagueness and neutrality. The Dutch architect, Lars Spruybroek, concludes that vagueness comes before the event, whereas neutrality comes after. Vagueness allows for clearly defined goals and habits through undetermined actions but “the vague always tends to become determinate, simply because its vagueness does not determine it

<sup>11</sup> Diaz, Lily, “By chance, randomness and indeterminacy methods in art and design,” *Journal of Visual Art Practice* 10, no.1 (June 01, 2011): 24. [https://doi.org/10.1386/jvap.10.1.21\\_1](https://doi.org/10.1386/jvap.10.1.21_1).

<sup>12</sup> *Ibid.*



*Fig. 06: Soft Office Rubber-lacquer Machine, NOXARCH (2000)*

to be vague.”<sup>13</sup> If vagueness is to be avoided, what should be sought after? One might say that a successful public space is one where residents bounce from one spontaneous encounter to another; the daily routine is exactly not a routine, but more of a unique experience each time. In this way, Spruybroek sees the solution in potential.

Historically, architecture has thought of spaces as determined functionalism or indeterminate multifunctionalism. Spruybroek is instead focused on the idea of potential; as he says, “potential means indeterminate yet capable of determination.”<sup>14</sup> Bridging this concept to urban design would allow for new and innovative adjacencies, communities, and formal results.

Thirty years ago, design was described as a “goal-oriented activity concerned with planning a course of action.”<sup>15</sup> This narrative seems out of touch with today’s design process, which has become much more of a dynamic practice that is associated with constantly reassessing and reorienting. Designers must recognize the capability that comes with using indeterminate processes and capitalize on the nature of potential. Architects and urban designers must strive for indeterminacy because of its tendency to bring about innovation.

13 Spruybroek, Lars, “Soft Office,” In *Digital Tectonics*, edited by Neil Leach, David Turnbull, and Chris Williams, 50-61, Great Britain: Wiley-Academy, 2004.

14 Ibid, 52.

15 Diaz, “By chance, randomness and indeterminacy methods in art and design,” 25.

“Legend has it that Arp discovered the ‘law of chance’ when frustrated at his inability to arrive at a desired form, he tore the paper to pieces and tossed the scraps on the floor. In the chance arrangement that resulted, he recognized the composition he could not achieve through conscious engagement.”

Diaz, "By chance, randomness and indeterminacy methods in art and design," 23.

Today, the idea of *smart cities* is taking hold around the world. Such cities capitalise on the ability to collect large amounts of data (big data) against which the design of infrastructure will be based. Instead of using big data to analyse and evaluate existing spaces, we might ask how it could be used to support unique combinations of design, developing such a vast number of iterations that we can not currently accomplish. Design is often constrained by time and by human capacity – both of which limit the number of iterations that designers are able work through. Leveraging big data and the ability to both input design parameters and automate output, designers could assess a broader range of permutations and better evaluate the impact of shifting goals and assumptions (imagine sliders in a Grasshopper script) on the form of the built environment. While *Urbanville* is not as ambitious in its aspirations, it is important to acknowledge the possibilities.

Although the possibility of using big data in urban design is intriguing, it's important to acknowledge concerns. Advances in computational technology have facilitated the collection of increasingly large amounts of data. Historically, data has been generalized into simple and shorter abstractions, enabling a complex amount of data to be represented through a small amount of information. While the ancients depended on symbols and words, computational technologies now enable us to use algorithms. However, using algorithms can also present issues, particularly the need to solve the equation or generalization in order to obtain the specific data.

Mario Carpo, Professor of Architectural History at The Bartlett School of Architecture notes:

*“But imagine that all events that ever happened could be recorded and transmitted in their entirety and at will, thanks to the unlimited power of digital computation. In that case, evidently, there would be no need to replace a record of actual events with their partial and abridged, laboriously compressed transcriptions in the form of mathematical laws or rules. The best way to predict a future event in a given set of circumstances would then be, simply, to sift through this database of past evidence and look for an exact precedent.”<sup>16</sup>*

Could spatial scenarios in architecture and urban design be tested and catalogued? Rather than thinking through a problem, the design process could turn into a process of selecting items from a catalogue that fit the required scenario. Smart cities are already capitalizing on computational technology to increase municipal efficiency.<sup>17</sup>

The tools we use to design unavoidably effect the things we make. Whereas the abstractions and generalizations of large amounts of data were a tool of simplification, Carpo believes big data celebrates the complexity

<sup>16</sup> Mario Carpo, “Breaking the Curve,” *Artforum*, (February 2014), 172.

<sup>17</sup> Sam Musa, *Smart City Road Map*, University of Maryland, (January 2016).



*Fig. 07: Digital Grotto II, Michael Hansmeyer and Benjamin Dillenburger*

and thus becomes messier and fragmented.<sup>18</sup> Big data both implies, and would appear to aspire to, a higher level of precision in design. As such, designers will be called upon both to respond to and reduce increasingly larger amounts of data into simple, efficient, and elegant solutions. Data collection and analysis must be balanced against the more synthetic aspects of design. The search for precision must also be balanced against the need for flexibility and diversity, to ensure our cities neither obsolesce nor degenerate into chaotic agglomerations of built form.

While, at its current state of development, *Urbanville* does not deal with the collection of a large enough amount of data to be concerned with these ideas, it may become more important as the method evolves. The ultimate goal for *Urbanville* would be to have a plethora of possible design options, thus concerns about collection and use of big data must be considered.

18 Mario Carpo, "Breaking the Curve,"

“Digital designers are discovering that they may often learn and design by making, just as artisans always have, but now at much bigger scales. Using the power of digital simulations, a designer can make and break more chairs, beams, or roofs in a few minutes on a screen than a traditional craftsman made and broke in a lifetime...”

Mario Carpo, "Breaking the Curve", 173.

## FALSE CREEK SOUTH //

Approximately 60 hectares in size, False Creek South is located opposite the Yaletown neighbourhood on the southern shores of Vancouver's False Creek. It sits directly north of the Fairview Slopes neighbourhood, from which it is separated by 6th Avenue and an underused rail right-of way. Having been redeveloped in the 1970s with the assistance of the Canadian Mortgage and Housing Corporation, it was one of the earliest parcels of industrial land around False Creek to be acquired and repurposed by the City of Vancouver. Today, the City still maintains ownership of 80% of False Creek South, which it leases to a variety of housing co-ops and social housing providers.<sup>19</sup> The balance of land was sold to private developers for market-rate housing. As leases on City-owned parcels will begin expiring in the next decade, stakeholders are keen to understand what the future might hold.

While needing to consider the so-called *highest and best use* for the land, which was built out as relatively low densities by current standards, the City of Vancouver is under pressure to address the need for affordable housing in and around the core. Most residents in FCS are content with the current makeup of the community and would like to see leases renewed. Others, however, see FCS as lacking density that could help address strains on the housing market and/or generate additional tax revenue for the City. As both perspectives are valid, a successful development plan must delicately

<sup>19</sup> "This is False Creek South," False Creek South Neighbourhood Association, Accessed September 22, 2017, <http://www.falsecreeksouth.org/false-creek-south-overview/>.



Fig. 08: False Creek South, Vancouver, NTS

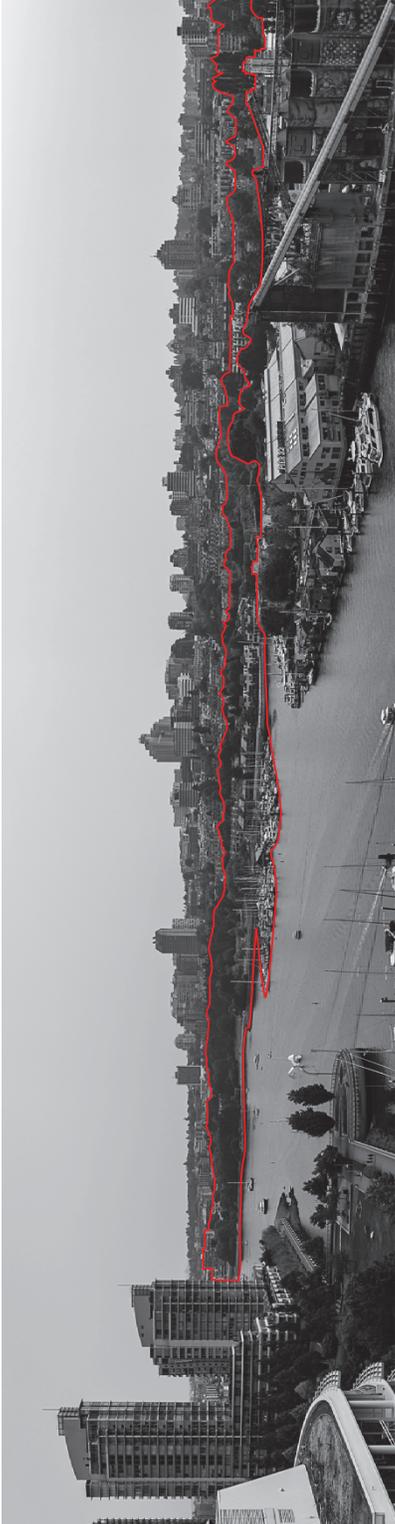


Fig. 09: False Creek South from the Granville Bridge (2017)

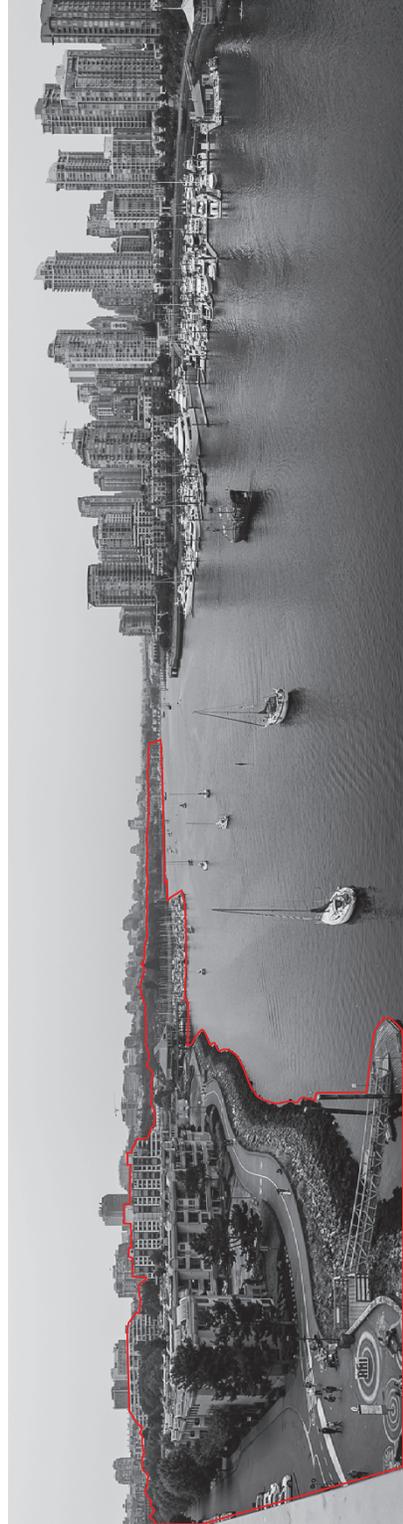


Fig. 10: False Creek South from the Cambie Bridge (2017)



*Top: Fig. 11: Seawall along FCS water edge (2017)  
Left: Fig. 12: FCS public pathway (2017)  
Right: Fig. 13: FCS enclave (2017)*

address each argument. In addition, many Vancouver residents are unaware the False Creek South neighbourhood even exists. This is largely due to the lack of public amenities within the neighborhood coupled with a lack of connectivity to adjacent neighbourhoods.

The makeup of the False Creek South is primarily residential, with a mix of co-op housing, strata condominiums, and not-for-profit rental housing. Charleson Park, a large green space at the centre of the community, offers exceptional views across False Creek to downtown and the mountains beyond. On either side of the park are small residential enclaves comprised primarily of single-family townhouses. Adjacent to the Cambie and Granville bridges, which bracket the community to the east and west respectively, are 6 to 10-storey apartment buildings. To the south, 6<sup>th</sup> Avenue, a busy, one-sided commuter thoroughfare, separates False Creek South from the Fairview Slopes neighbourhood.

The intimate residential enclaves on either side of Charleson Park are among the most unique elements of the community. Highly valued by residents of False Creek South, they are examples of urban pattern-making pulled from Christopher Alexander's 1977 book, *A Pattern Language of Architecture*.<sup>20</sup> Reacting against modernist planning in the decades following WWII, Alexander identified time-honoured patterns to establish

<sup>20</sup> Christopher Alexander, *A Pattern Language: Towns, Buildings, Construction*, (New York: Oxford Univ., 2010)

a language for designing cities, neighbourhoods, and even buildings. Alexander's work heavily influenced the design of False Creek South. While this resulted in wonderful, intimate moments within the community, the planning lacked an overall vision of how the community might develop over time and relate to the surrounding neighbourhoods. Among other things, the redevelopment of FCS must consider how to improve connectivity and enable those from outside the neighbourhood to make better use of this great city asset.

While the residents of False Creek South are largely content with the existing character of the neighbourhood, other residents, city officials, and local developers see a significant opportunity to densify and activate an important urban asset.<sup>21</sup> With the 60-year land leases set to expire in as little as 5 years, now is the time to act. A strategy is needed to preserve and enhance the FCS community beyond the terms of the current leases, which enables the community to evolve and diversify in a way that is sustainable both for neighbourhood residents and the City of Vancouver as a whole.

<sup>21</sup> Anecdotal feedback received by the author over the course of many months. During site visits to the neighbourhood in September 2017, the author met multiple community members and held impromptu interviews. Community members and architects, Richard Vallee and Graham McGarva, were also consulted numerous times over the course of the thesis both in person and through email. Additional information was gathered at a meeting with Senior Planner at the City of Vancouver, Karis Heibert, on September 13th, 2017.

“The FCS land is a unique city asset in an exceptional location that has the ability to continue to deliver affordable housing and amenities to the benefit of residents, as well as all citizens of Vancouver.”

General Manager of Planning, *False Creek South Planning: Terms of Reference*. Vancouver, City of Vancouver, May 16, 2017.

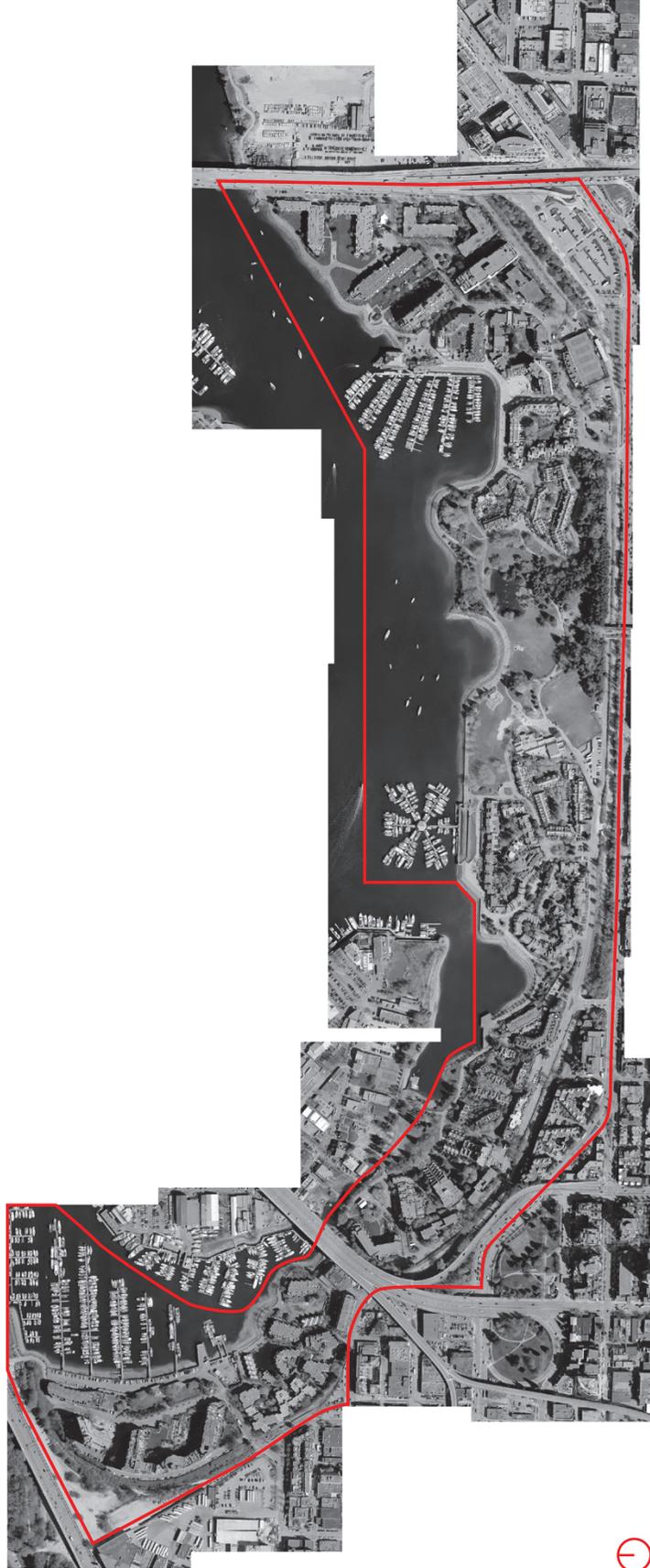


Fig. 14: False Creek South Aerial Image



PART 2 //  
INVESTIGATIONS

## CATALOGUE //

To understand what can and should be done, one must understand what is already there. Cataloguing the existing urban elements within False Creek South will help stakeholders to identify what might be lacking and what might be in excess. Organizing this information into cards encourages quick and easy understanding, not only for design professionals, but also for the average resident. It also aspires to a development process characterized by incremental change rather than by cataclysmic overhaul, as individual cards could be removed and replaced with new development possibilities rather than a complete overhaul of the site.

For the purposes of this project, urban elements were grouped into 4 categories: Housing, Public Space, Infrastructure, and Transit. Each of these categories has its own five metrics by which it was evaluated.

Housing	Public Space	Infrastructure	Transit
Home	Safety	Usage	City Connection
Affordability	Activities	Character	Accessibility
Density	Connectivity	Practicality	Frequency
Condition	Character	Condition	Proximity
Amenities	Maintenance	Upkeep	Substance

In addition, each urban element was given an overall 'urban score' to allow for comparison across categories.

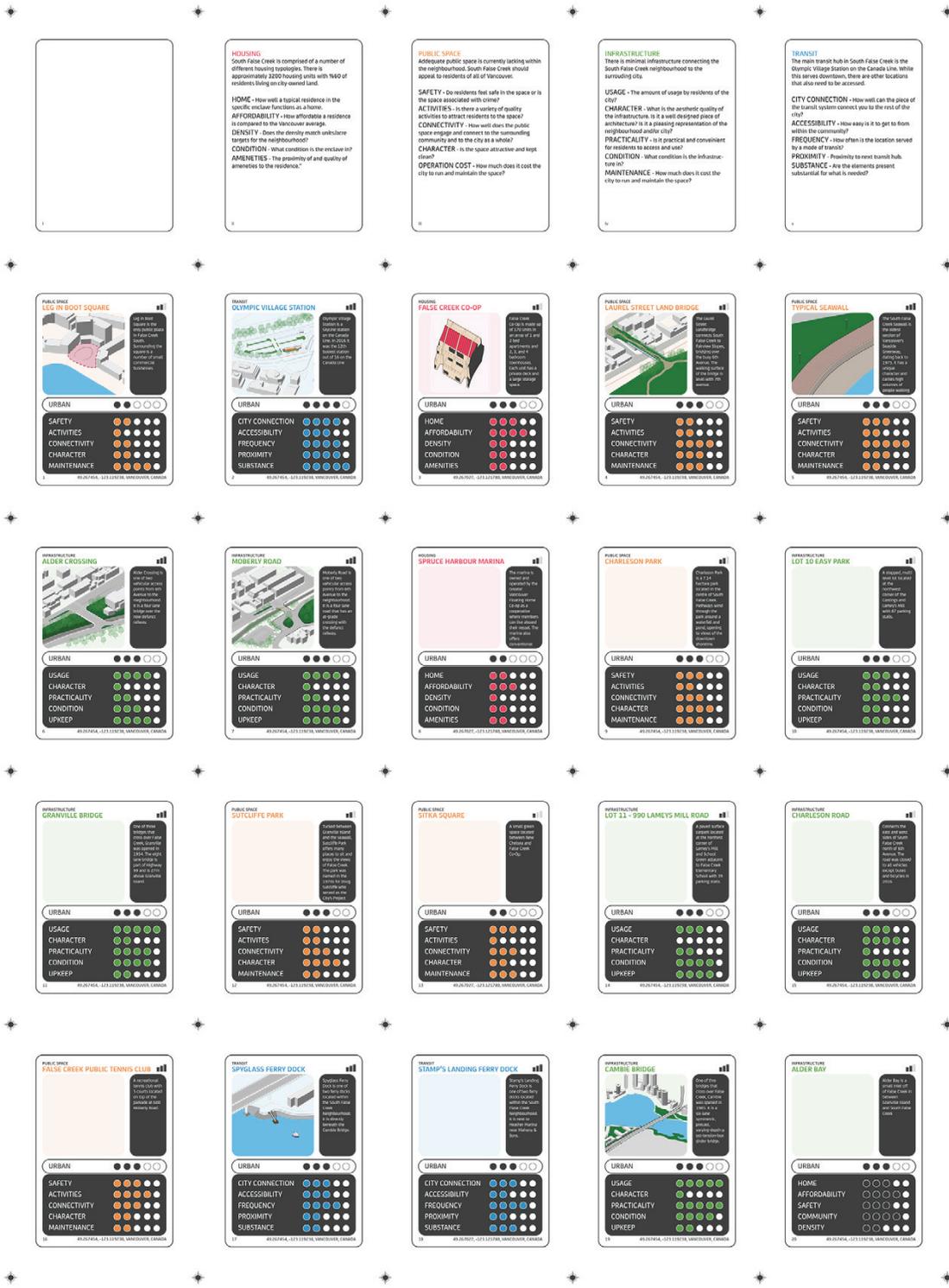


Fig. 15: Catalogue of Existing Urban Elements

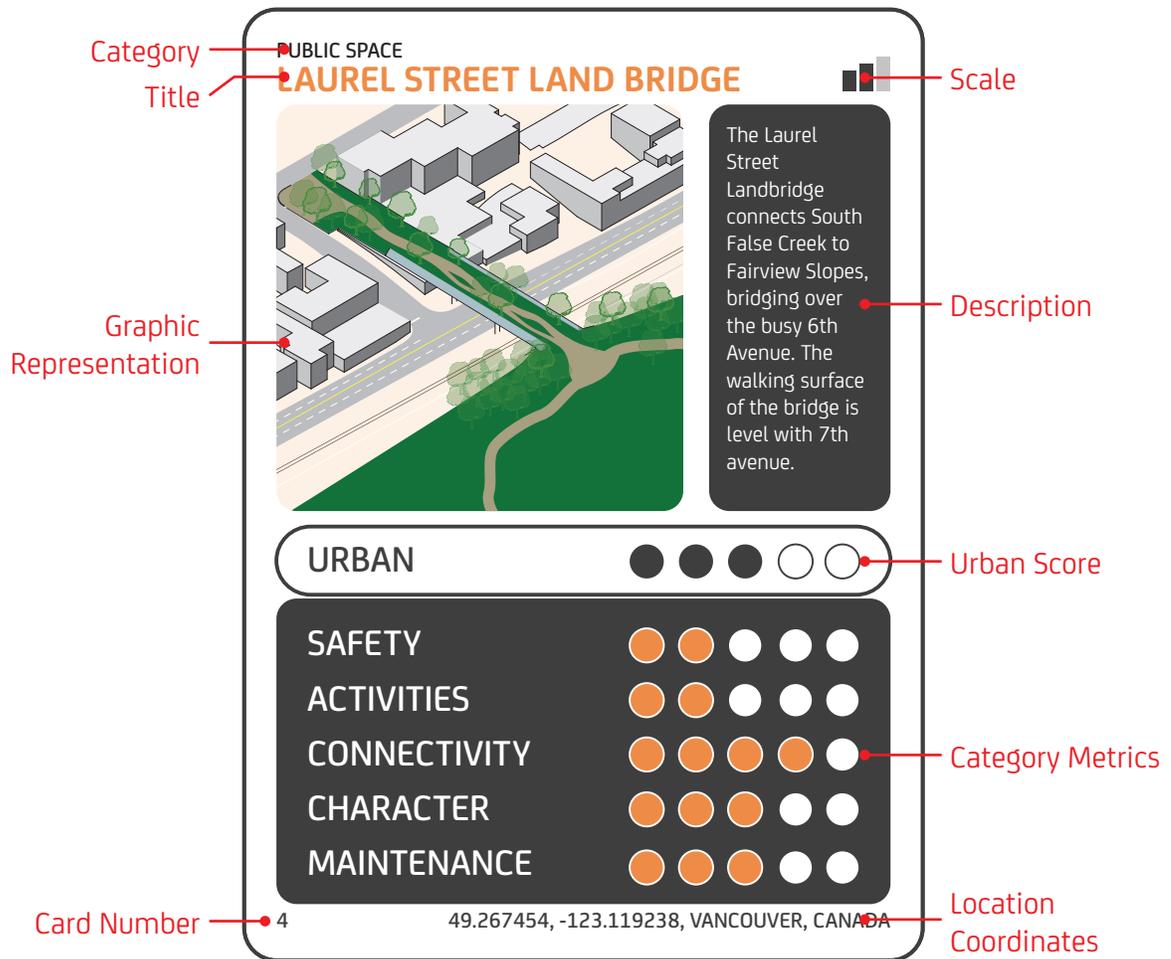


Fig. 16: Laurel Street Land Bridge Card

## CATEGORY METRICS

### HOUSING

False Creek South is comprised of a number of different housing typologies. There is approximately 3,200 housing units with 60% of residents living on city-owned land.

HOME - How well a residential building functions as a home.

AFFORDABILITY - How affordable a residence is compared to the Vancouver average.

DENSITY - Does the density match UPA targets for the neighbourhood?

CONDITION - What condition is the housing in?

AMENITIES - The proximity of and quality of amenities to the residence.

### PUBLIC SPACE

Addequate public space is currently lacking within the neighbourhood. False Creek South should appeal to residents of all of Vancouver.

SAFETY - Do residents feel safe in the space?

ACTIVITIES - Is there a variety of quality activities to attract residents to the space?

CONNECTIVITY - How well does the public space engage and connect to the surrounding community and to the city as a whole?

CHARACTER - Is the space attractive and kept clean?

OPERATION COST - How much does it cost the city to run and maintain the space?

### INFRASTRUCTURE

There is minimal infrastructure connecting the False Creek South neighbourhood to the surrounding city.

USAGE - The amount of usage by residents of the city.

CHARACTER - What is the aesthetic quality of the infrastructure. Is it a well designed piece of architecture? Is it a pleasing representation of the neighbourhood and/or city?

PRACTICALITY - Is it practical and convenient for residents to access and use?

CONDITION - What condition is the infrastructure in?

MAINTENANCE - How much does it cost the city to run and maintain the space?

### TRANSIT

The main transit hub in False Creek South is the Olympic Village Station on the Canada Line. While this serves downtown, there are other locations that also need to be accessed.

CITY CONNECTION - How well can the piece of the transit system connect you to the rest of the city?

ACCESSIBILITY - How easy is it to get to from within the community?

FREQUENCY - How often is the location served by a mode of transit?

PROXIMITY - Proximity to next transit hub.

SUBSTANCE - Are the elements present substantial for what is required?

## URBANVILLE 1.0 //

Urbanville 1.0 explored how urban design could be developed through a generative process. A hypothetical 'game board' with a 5 x 3 grid and no context was created. The board was accompanied by a set of 9 cards that each had a unique urban design element as well as a set of rules. The board was set up at a busy thoroughfare in the Azrieli School of Architecture & Urbanism and numerous people interacted with it over a 24-hour period.

Metrics were assigned to each respective urban design element. Adjacency clauses were also included to give more of a structure to the process. A high-rise apartment, for example, must be played adjacent to a public space and infrastructure card. This initial iteration was meant to be extremely generic, thus no context was added.

The intention was for one person to play one card and then move on, forcing the next person who interacted with the board to respond to the card already on the board. This process was essential to the goal of this installation, investigating a generative process. If one person completed the whole board, they would already be looking 2, 3, perhaps 4 steps in advance while placing their first card. Urbanville 1.0 saw one person place a card with the intention being that they would not think further ahead than that specific card. The next person to place a card would have to assess their decision based on where (and what) the first card was.

The citizens of Urbanville want the members of the Azrieli School of Architecture and Urbanism to help plan their city. Together, the school will plan the new Urbanville using accumulative decisions.

////

Place one card where you see fit.

After you have placed a card, look for the card's number in its lower left corner.

Write the card number on the sheet below in the location that you placed the card.

Let the next person place their card.

Once all metrics have been reached, place the sheet in the slot to the right.

Urbanville thanks you.

////

**The goal:**

**Population - 1750   Activity - 4**

**Capacity - 8   Character - 15**

*Fig. 17: Urbanville 1.0 Rules*

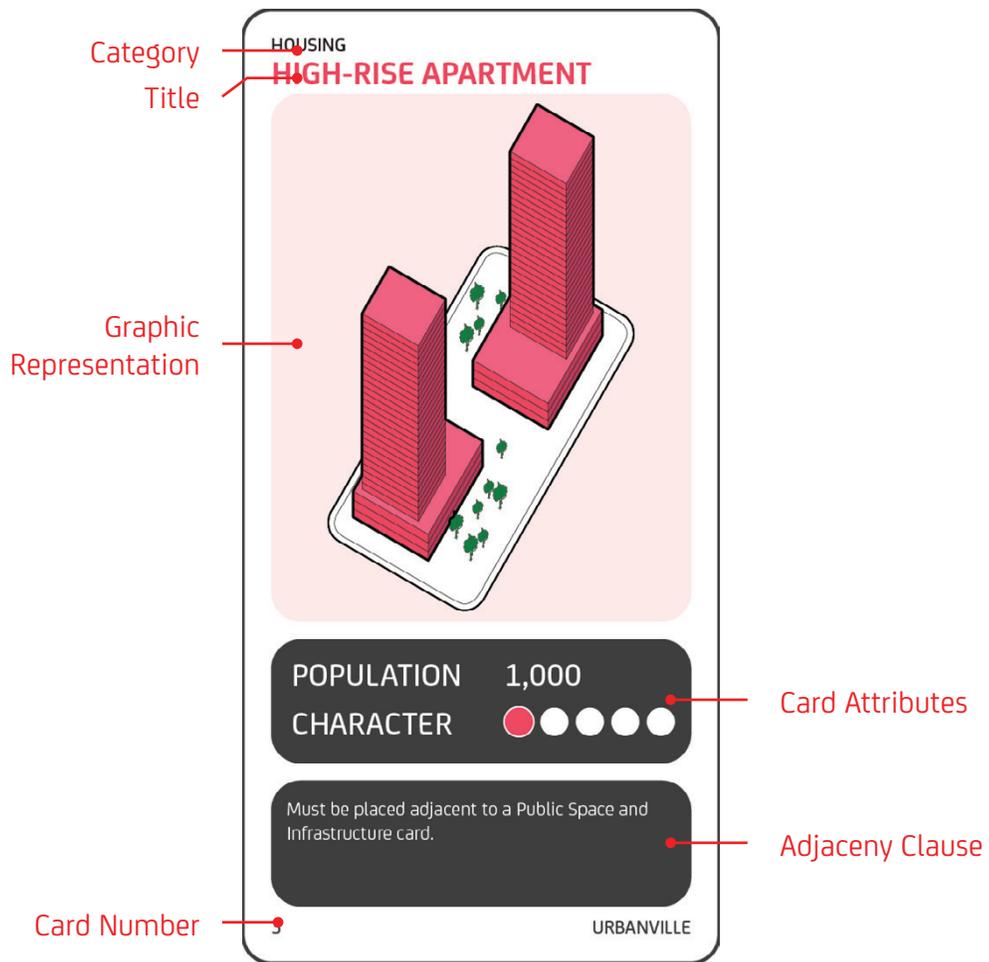


Fig. 18: High-rise Apartment Card

**HOUSING**  
**TOWNHOUSES**

POPULATION 150  
CHARACTER ●●●●●

No restrictions.

1 URBANVILLE

**HOUSING**  
**MID-RISE APARTMENT**

POPULATION 500  
CHARACTER ●●●●○

Must be placed adjacent to a Public Space card.

2 URBANVILLE

**HOUSING**  
**HIGH-RISE APARTMENT**

POPULATION 1,000  
CHARACTER ●●●●○

Must be placed adjacent to a Public Space and Infrastructure card.

3 URBANVILLE

**PUBLIC SPACE**  
**COURT**

ACTIVITIES ●●●●●  
CHARACTER ●●●●○

Must be placed adjacent to an Infrastructure card.

4 URBANVILLE

**PUBLIC SPACE**  
**PARK**

ACTIVITIES ●●●●○  
CHARACTER ●●●●○

Must be placed adjacent to a Housing card.

5 URBANVILLE

**PUBLIC SPACE**  
**FIELD**

ACTIVITIES ●●●●○  
CHARACTER ●●●●●

No restrictions.

6 URBANVILLE

**INFRASTRUCTURE**  
**PARKING LOT**

CAPACITY ●●●●○  
CHARACTER ●●●●○

Must be placed adjacent to a Public Space and Housing card.

7 URBANVILLE

**INFRASTRUCTURE**  
**BRIDGE**

CAPACITY ●●●●○  
CHARACTER ●●●●○

Must be placed adjacent to a Public Space card.

8 URBANVILLE

**INFRASTRUCTURE**  
**HIGHWAY**

CAPACITY ●●●●●  
CHARACTER ●●●●○

No restrictions.

9 URBANVILLE

Fig. 19: Urbanville 1.0 Card Deck



*Fig. 20, 21: Installation of Urbanville 1.0*





Fig. 22: Installation of Urbanville 1.0

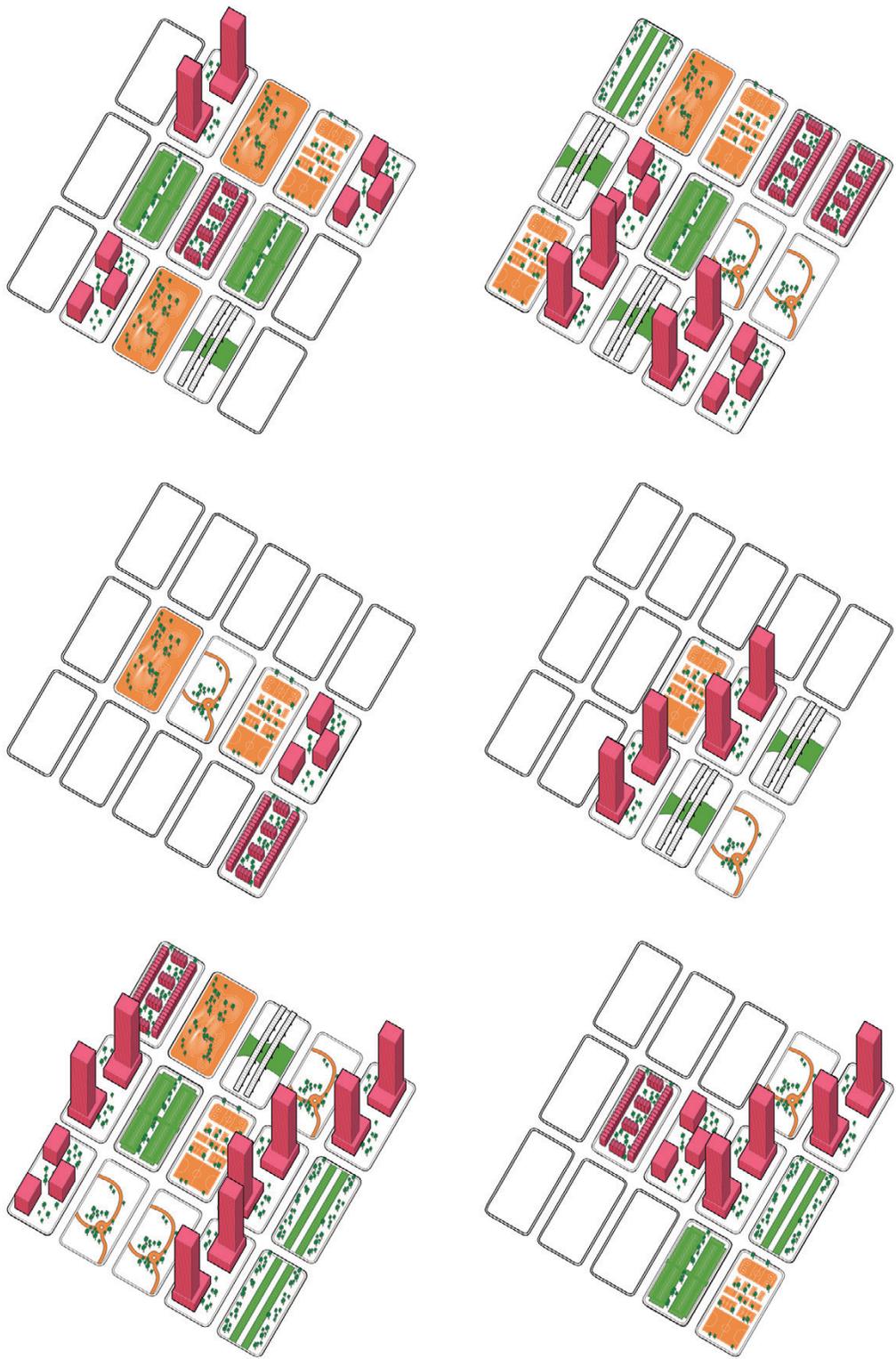


Fig. 23: Results of Urbanville 1.0

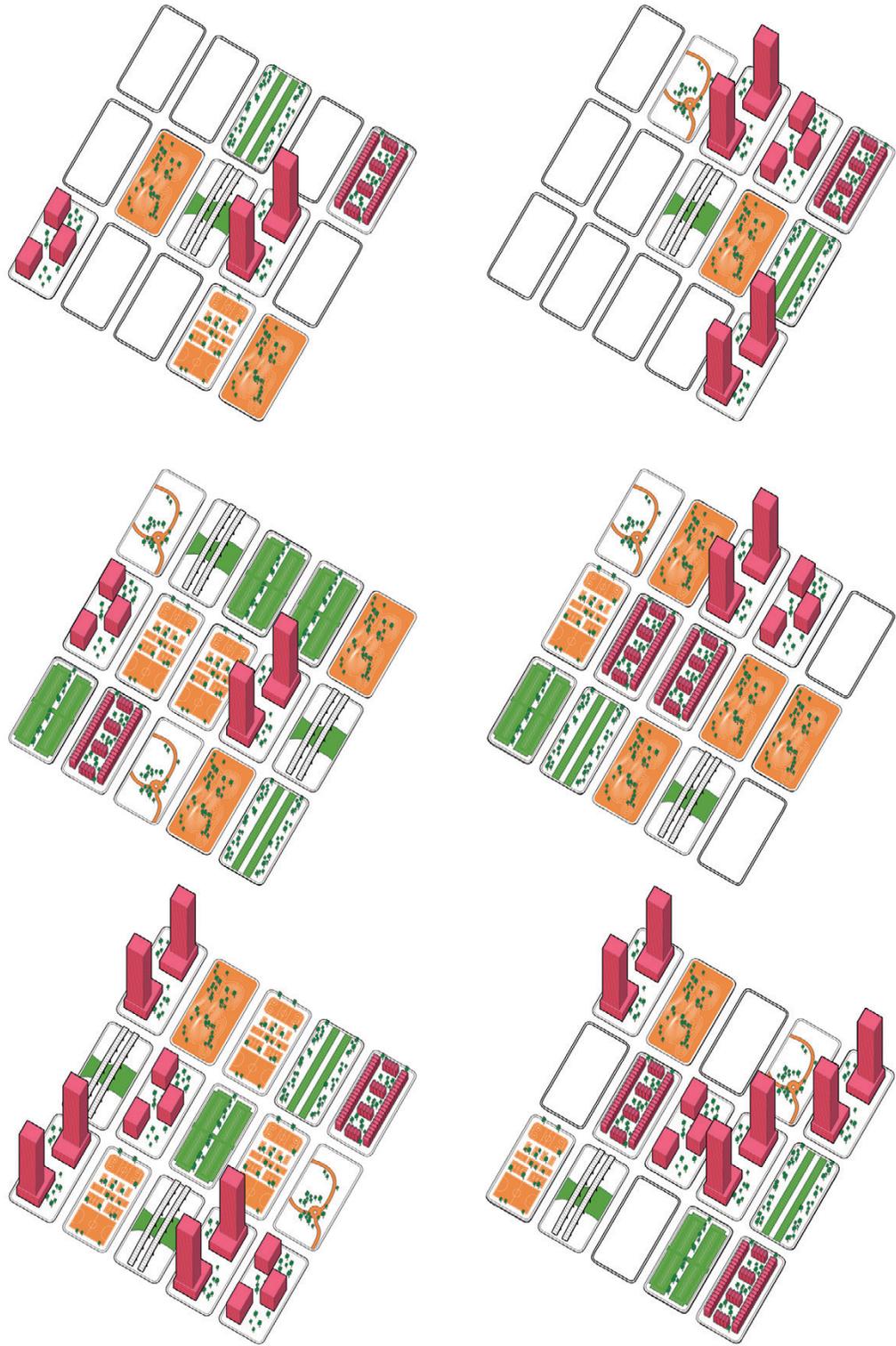


Fig. 24: Results of Urbanville 1.0

## URBANVILLE 2.0 //

Urbanville 2.0 sought to explore community involvement in the design process based off existing elements. It was noted that Urbanville 1.0 was too generic and the participants were not able to meaningfully relate to the process. One of the important concerns with the redevelopment of FCS is the passion for the community the residents bring, thus Urbanville 2.0 attempted to connect with the participants more authentically. Carleton University campus and the surrounding area was chosen as it is the area that all members of the Azrieli School of Architecture and Urbanism are familiar with. Three cards were created; DO NOT CHANGE, VACANT, and BUILD. People were able to place these cards on the board to anonymously reveal their position. The only restriction was that at least three of each card must be played.

The board was set up in the Azrieli School of Architecture and Urbanism during a weekend, over the course of which many people interacted with it.

It was important that individual responses be anonymous to ensure truthfulness. This methodology could be used at the beginning of an urban design process to gather input from residents on their community..

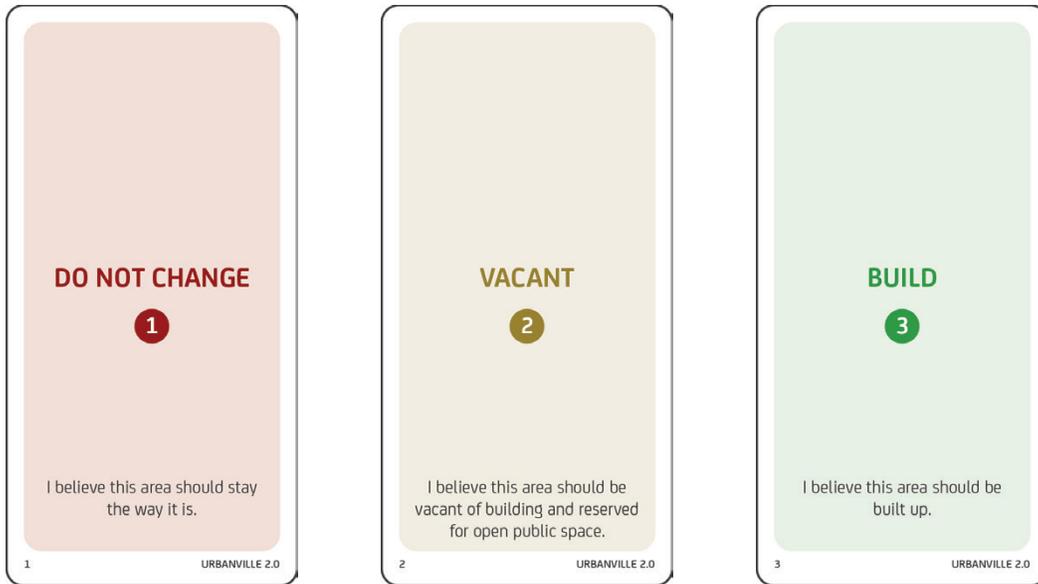


Fig. 25: Urbanville 2.0 Card Deck

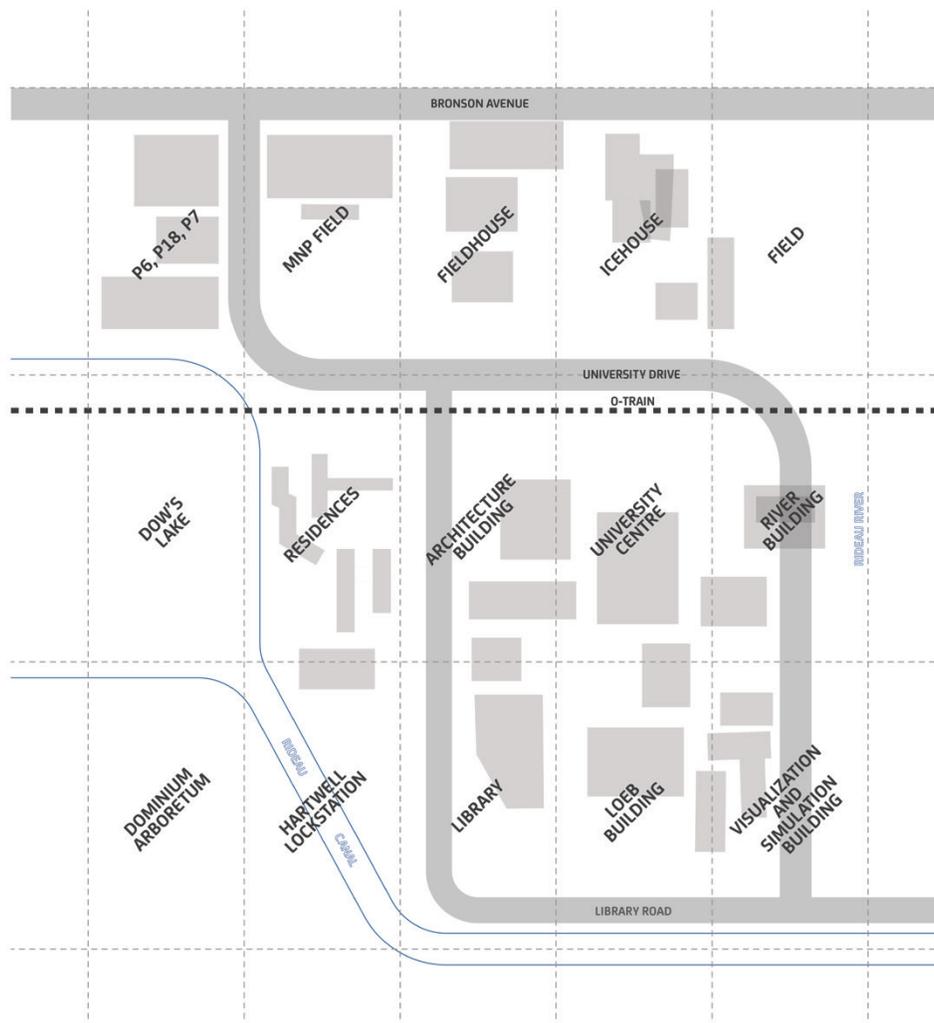


Fig. 26: Urbanville 2.0 Board

The citizens of Urbanville want to see how the members of the Azrieli School of Architecture and Urbanism value their community. Each member will be able to show what areas they value around the Carleton University Campus.

////

Place cards until the board is full.

Record the number of each card in its matching spot on the sheet below

Once the board is full, place the sheet in the slot to the right.

Urbanville thanks you.

////

Note:

There must be at least 3 of each card.

*Fig. 27: Urbanville 2.0 Rules*

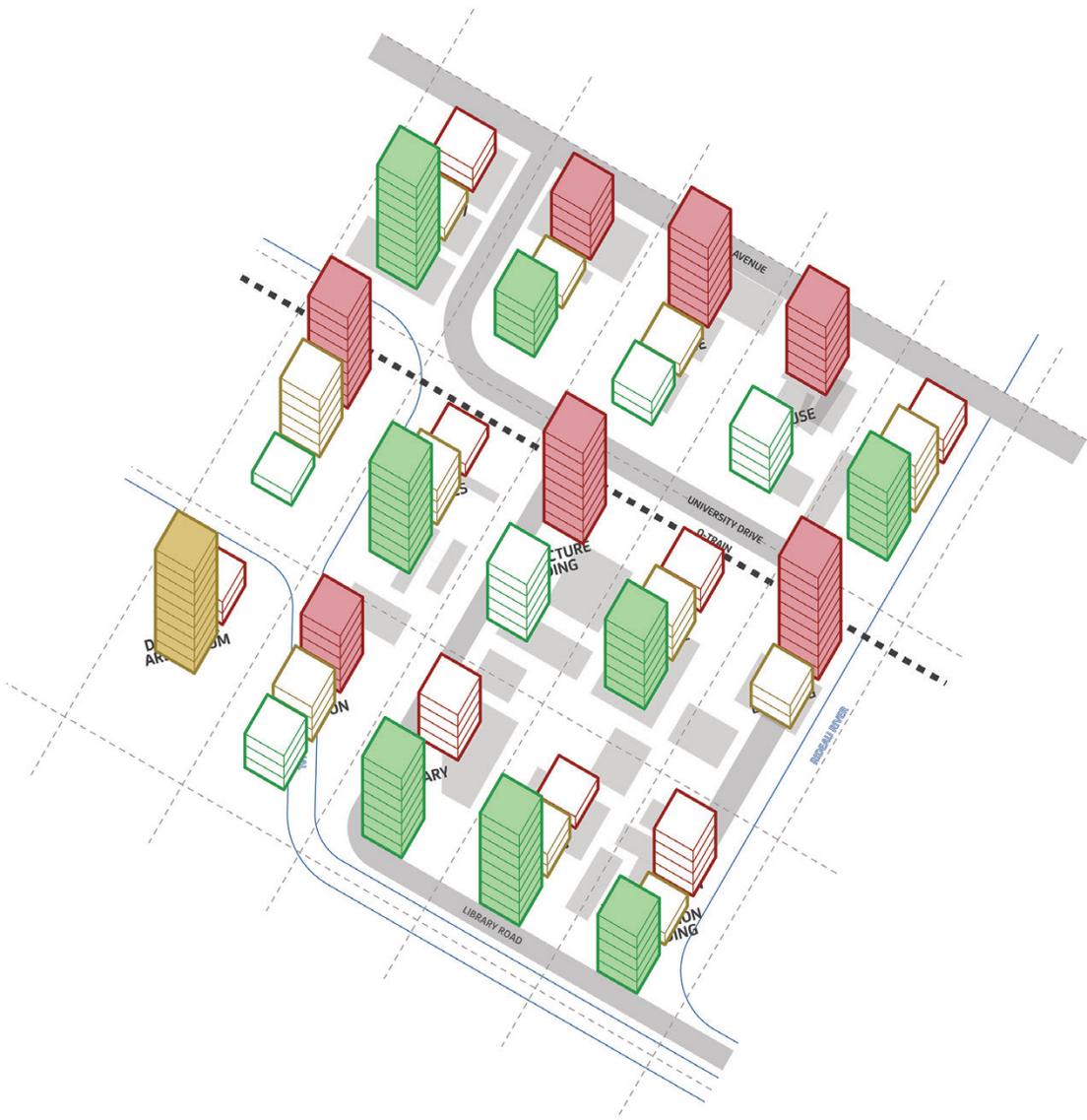


Fig. 28: Results of Urbanville 2.0

PART 3 //

URBANSVILLE: FCS

## REDEVELOPMENT PROCESSES //

For the purposes of this exercise it was assumed that there were three main points of view regarding the ‘highest and best use’ of False Creek South. The first point of view privileges affordable housing, especially as below-market (and family friendly) housing is in such short supply in and around the urban core. The second point of view asserts that a well-located, city-owned asset with such extraordinary views should be available to the residents of Vancouver as a whole. As such, the bulk of the land in False Creek South should be dedicated to parks, recreational facilities and/or institutions serving the city at large. The third point of view contends that the City has a fiscal obligation to cash in on the land it amassed around False Creek. Given the extremely high value and desirability of the location, city-owned land should be sold off to private developers to build out at relatively high densities. Residents of Vancouver would benefit from the unearned increment associated with the sale of the land as well as from the property taxes that the city would be able to harvest on an ongoing basis from high-end market housing on the site. The proceeds from the sale of the land (and a portion of the tax revenue) could be directed elsewhere in Vancouver whether for affordable housing or for parks and community centers – even both.

These three points of view are explored in greater detail over the subsequent pages.

**Position 1: *The best way for the city to move forward with False Creek South is to develop affordable housing.***

False Creek South is an ideal location on which to continue to develop unique affordable housing projects. Such development is entirely consistent with the existing neighborhood, two-thirds of which is given over to co-ops and other forms of below-market-rate housing. Undeveloped land – including the so-called Community Edge Zone that separates the neighborhood from 6<sup>th</sup> Avenue – could be used to increase the overall unit density, with the bulk of new units being designated as affordable.



Fig. 29: Initial Plan Iteration Focusing on Affordable Housing

As 80% of FCS is owned by the City of Vancouver, it is an ideal location for less profit-orientated development options. A private developer would almost never build affordable housing without some form of government assistance or restriction forcing them to do so. Due to the lower rental cost, affordable units do not provide the adequate financial return on investments (ROI) that most developers are looking for. Governments, on the other hand, have a responsibility to provide adequate affordable housing options to residents within their jurisdictions.

In addition to this, Vancouver is in the throes of a housing affordability crisis, with prices skyrocketing and vacancy rates hovering around one per cent.<sup>22</sup> The location, ownership and current makeup of FCS makes it an ideal location for new affordable housing. As FCS was developed in the 1970s, when density targets were significantly lower than they are today, there is significant capacity for additional housing.

<sup>22</sup> Globe and Mail, The, "B.C. government says budget measures will address affordable housing," Published February 18, 2018, <https://www.theglobeandmail.com/news/british-columbia/bc-government-says-budget-measures-will-address-affordable-housing/article38015096/>.

**Position 2: *The best way for the city to move forward with False Creek South is to provide public amenities for the residents of the city at large.***

While there is certainly capacity for increased density in FCS, the percentage of the neighbourhood that is currently housing has hit its limit. There is almost no public building and limited space for organized public amenities. Any increase in housing density would arguably turn the community into an oversaturated dormitory. In tandem with (or in lieu of) additional housing, public, civic, or institutional uses should be brought to the site.

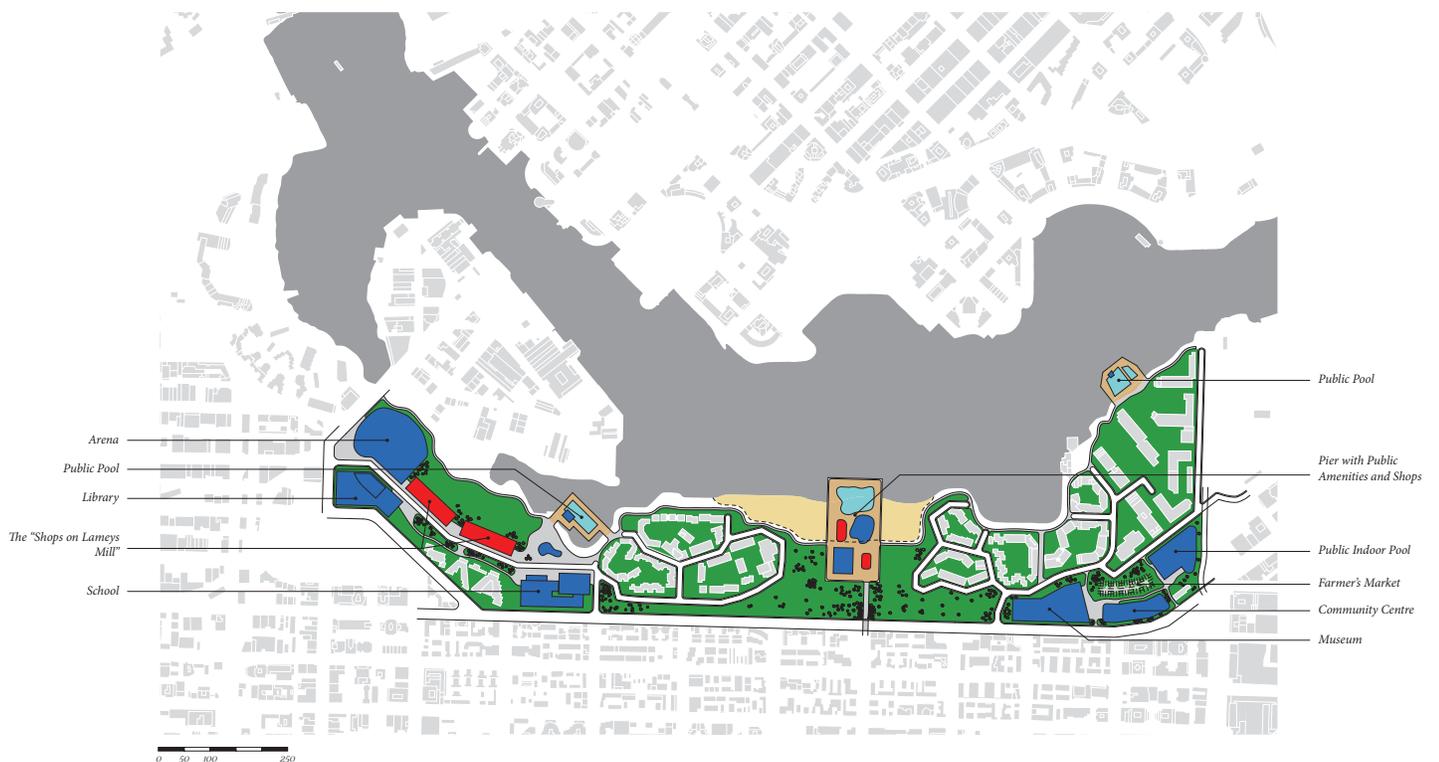


Fig. 30: Initial Plan Iteration Focusing on Public Amenities

FCS is situated near several relatively high-density communities, including Olympic Village, Yaletown/Concord Pacific, Fairview Slopes, and Kitsilano. It is easily accessible via the Olympic Village stop on the Canada Line, it abuts Granville Island (a major attraction for residents and tourists), and the views from the site are extraordinary. These are a few of the factors that make FCS a strong choice as a location for municipal institutions, parks, and other public amenities.

**Position 3: *The best way for the city to move forward with False Creek South is to rezone the land for high density housing and sell the land to developers for market housing.***

False Creek South is situated near multiple communities that have been able to sustain significant development in the last number of decades. Much of the development in Yaletown dates to the 1990s and Olympic Village was constructed just prior to the 2010 Olympics. Both prove that there is demand for mid to high-rise housing around FCS.

As previously mentioned, FCS was developed in the 1970s at much lower



Fig. 30: Initial Plan Iteration Focusing on Increasing Density

density standards than those by which the market currently operates. By rezoning the land and selling and/or leasing it to private developers the City could realize a significant profit to invest in civic infrastructure and affordable housing elsewhere. The City would be able to capitalize both on the initial sale/lease of the land and the property taxes that would follow. For example, the estimated land value of Charleson Park is \$73,545,000.<sup>23</sup> Property tax payment would continuously follow this large initial payment, and this is only one section of the entire FCS site.

Rezoning FCS for high density, mixed-use, market-oriented density would be consistent with and would extend the fabric of Olympic Village and Southeast False Creek to Granville Island. Among other things, this could create a more vibrant and consistent connection between Granville Island, Science World, and BC Place. The increased demand for downtown living in high-rises combined with FCS's adjacency to the Olympic Village Skytrain Station makes it an ideal location for high-density development.

While each of the positions outlined above can be argued in terms of their benefit to the City of Vancouver, the most successful plan would likely be a combination of the three. As discussed in the chapter, "Friction with the Master", a singular – or a single-minded – master plan is unlikely to

<sup>23</sup> City of Vancouver, "Property Viewer," ESRI. Accessed April 2, 2018, <https://vancouver-bc.maps.arcgis.com/apps/webappviewer/index.html?id=3ba9ac115fc44aed87370ea1f9de97f9>.

address the current and future needs of the community. A plan that allows for fluctuation, flexibility, and diversity over the course of its build-out will ultimately be the most successful.

Over the course of the project it was also determined that different stakeholders might have different aspirations for the redevelopment of False Creek South. While any of these aspirations might be applied to the redesign of the site as a whole, it was more likely that the redesign of different parcels would reflect the aspirations of different stakeholders. As such, the site was divided into 13 different parcels based on the location of roads, the architectural character, and tenure status of clusters of buildings.

In addition to allowing for flexibility, the proposal must address four qualities inspired by the concept of ‘Vancouverism’ exhibited by the city today.<sup>24</sup>

- *Capacity for increased density.*
- *The need to maintain or increase public open space.*
- *Increase the quality and profile of False Creek South as a community asset, benefiting the City of Vancouver as a whole.*
- *Improve the quality and quantity of connections between FCS and adjacent neighbourhoods.*

<sup>24</sup> City of Vancouver, “Urban planning, sustainable zoning, and development,” Home, property, and development, Vancouver: City of Vancouver, Accessed April 2, 2018, <http://vancouver.ca/home-property-development/planning-zoning-development.aspx>.

“...the challenge for today’s city planners is balancing the needs of the 5,400 neighbourhood residents, and those of the landowners — namely, the rest Vancouver.”

Dan Fumano, “Dan Fumano: A Balancing Act in One of City’s Greatest Neighbourhoods,” Vancouver Sun, May 30, 2017, , accessed April 2, 2018, <http://vancouversun.com/opinion/columnists/dan-fumano-a-balancing-act-in-one-of-citys-greatest-neighbourhoods>.

As noted above, FCS was divided into 13 districts for the purposes of this exercise. The boundaries for these districts were based on existing roads as well as the architectural and tenancy characteristics of ensembles of buildings. A total of 7 redevelopment proposals were devised for each of the 13 parcels: two each for each of the three ‘ideological’ positions identified in the previous chapter plus an “existing” option that preserves the existing conditions. The two plans per position per parcel correspond to maximums and minimums. In the case of the maximum, for example, existing buildings might be torn down to accommodate new, higher density construction, while in the minimum iteration, more modest interventions would be made while preserving some or all the existing fabric of the parcel in question.

All told, all the process resulted in 91 different individual proposals: 7 permutations for each for the 13 parcels. The various propositions for each parcel can be swapped into and out of a larger site template like pieces in a jigsaw puzzle.

The intent of this approach is to improve stakeholder participation in the design process and enhance flexibility with respect to the transformation of the community over time. Together, the 91 pieces represent different ways to achieve the same goals and/or the flexibility to respond to changing goals, needs, possibilities, and priorities as the community

evolves over time. At 60 hectares, FCS is a substantial parcel of land. Breaking the site into sub districts allows the urban design to be completed in smaller increments that can be built out more rapidly. This enables the ramifications of any one development decision to be assessed before determining whether to proceed as planned or change course. Each and every intervention has the potential to change the terms of reference for subsequent decisions – related to the evolving needs and goals of the community and to inevitable changes in the economic and political climate in which decisions are made.

The final makeup of the FCS should not be able to be predicted largely because it's impossible to predict how the city – and the myriad actors and forces that produce it – will change over time. Cities are dynamic, organic entities. *Urbanville FCS* embraces this.

### **Minimums and Maximums**

As noted above, two design iterations were completed per parcel, per ideological position. With regard to the first position – which privileges affordable housing – the minimum strategy adds only a moderate amount of new housing to a district where there is ample affordable housing, i.e., just enough to accommodate the changing needs of the existing residents. By contrast the maximum option replaces lower – with higher-rise and higher density housing to significantly increase the number of units on the site.

With respect to the second strategy, namely leveraging the sites' potential as a public amenity, the minimum strategy might focus on increasing the amount of programmed open space while the maximum strategy would include large-scale civic buildings and public institutions (e.g., recreation centers and museums).

The final position, which advocates selling or leasing the land to support high-density, market-oriented development, the minimum strategy is to add the lowest amount of additional density the district can accommodate on while still bringing revenue to the city. The maximum proposes the greatest amount of density that the district could sustain based on projected revenues taxes and the sale or leasing of the land.

## SETTING TARGETS //

Ultimately *Urbanville: FCS*, like many urban design projects, becomes a jigsaw puzzle into which a variety of pieces can fit. Starting with the existing conditions, the first step would be to redevelop one district according to one of its six development options. The choice of option would depend on community sentiment, context, and market demand. Once the parcel has been redeveloped we can move on to another district. The overall context changes along with the redevelopment of individual parcels, as do the goals and terms of reference for further redevelopment. Context and market demand must constantly be reassessed as they will continue to change.

While the city has yet to set density targets for redevelopment, False Creek South could be expected to accommodate between 15,000 and 21,000 people. With a net area of approximately 60 hectares, this translates to between 250 and 350 persons per hectare (PPH). The current density of the site is only 90 PPH.

Within its LEED-ND guidelines, the US Green Building Council gives maximum density points to developments with densities greater than 156 dwelling units/hectare (UPH).<sup>25</sup> Using a multiplier of 1.6 people per dwelling unit, this translates to a PPH of 250. Similarly, the City of Ottawa states that anything within a walking distance of 800m of a rapid transit station should be targeted for transit-oriented development, with a density

25 USGBC, "Development Density," Accessed April 2, 2018, <https://www.usgbc.org/credits/lt31>.

of 200 to 400 people per gross hectare.<sup>26</sup> The majority of FCS is within a 600m radius of either the existing Olympic Village Station or the proposed stations along the Broadway corridor extension – making it suitable for higher-density, transit-oriented development.

Currently, the largest single open space in False Creek South is Charleson Park, with an area of 8.5 hectares. This is more or less the only public space in the neighbourhood as the remaining spaces are tucked within enclaves. Although spaces enclosed by blocks of housing are technically public, they feel extremely private. For the purposes of this exercise, an assumption has been made that all redevelopment plans for False Creek South must provide adequate *public open space*.

As previously discussed, FCS includes only a few retail spaces and almost no non-residential buildings. As the land is almost entirely City owned, it should be a place that all residents of Vancouver are able to enjoy. The ultimate redevelopment of False Creek South must include additional retail and institutional GFA.

Currently, False Creek South has 5 vehicular connections to surrounding roads, only two of which are along the length of 6th Avenue between

26 City of Ottawa, "Transit-Oriented Development (TOD) Plans – Lees, Hurdman, Tremblay, St. Laurent, Cyrville and Blair," Ottawa: City of Ottawa, January 29, 2014.

Cambie and Granville Streets. Additional connections, both vehicular and pedestrian, to surrounding communities are desirable. To increase its overall accessibility and to better connect False Creek South with Fairview slopes at least two additional connections should be made into the community from 6th Ave. Ideally new vehicular connections into FCS should not be designed as “T” intersections. Additionally, buildings and street-oriented retail along the north side of 6th Ave. would greatly activate the street.

# THE DISTRICTS

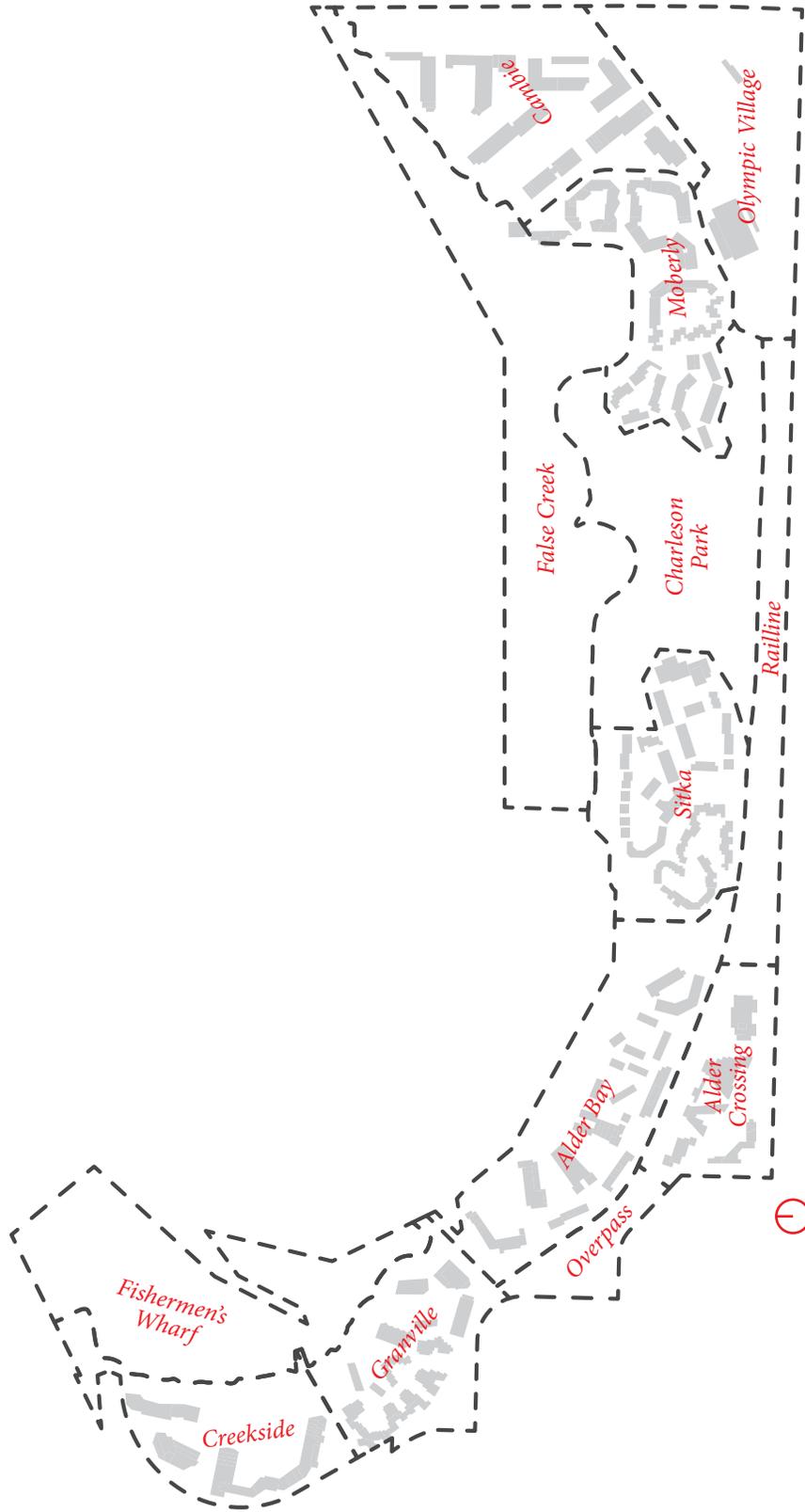
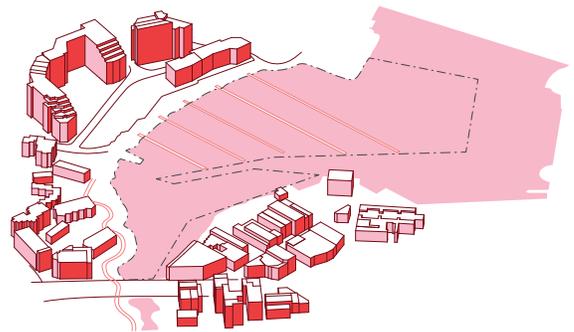
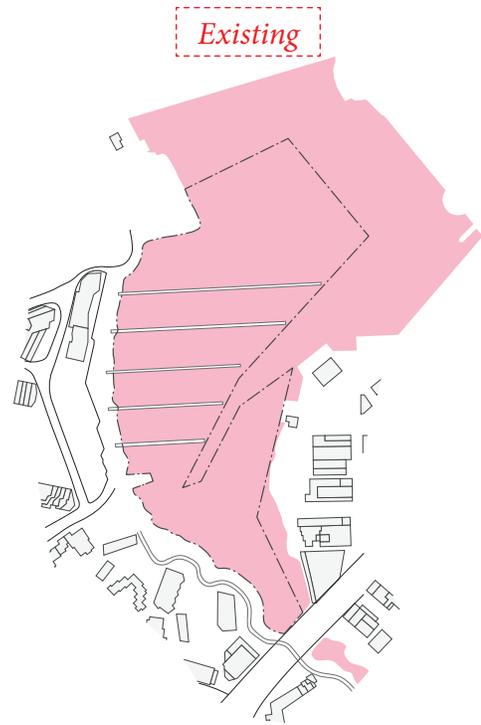


Fig. 32: Urbanville: FCS Districts

## FISHERMEN'S WHARF//



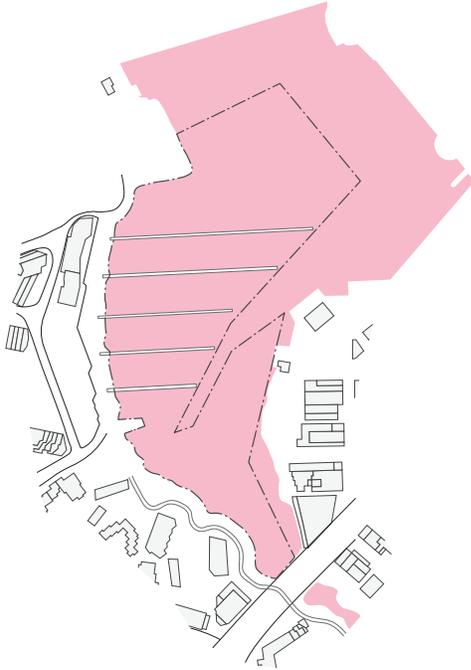
Fishermen's Wharf district is entirely on water and contains several piers located on FCS land as well as Granville Island. These piers are heavily used as mooring locations for vessels. Any development in this district would likely entail removing one or more piers due to limited buildable space.



*Affordable Housing - Minimum*

No plan was designed for this proposal for this district because the existing fabric was thought to already reflect the goals of this position.

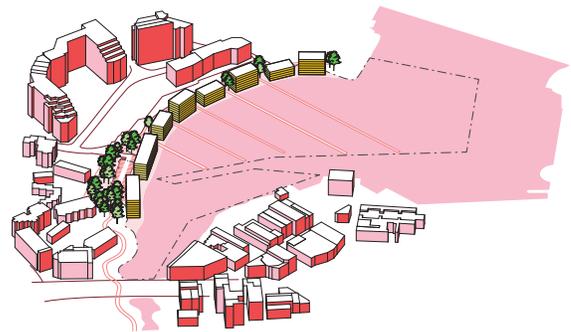
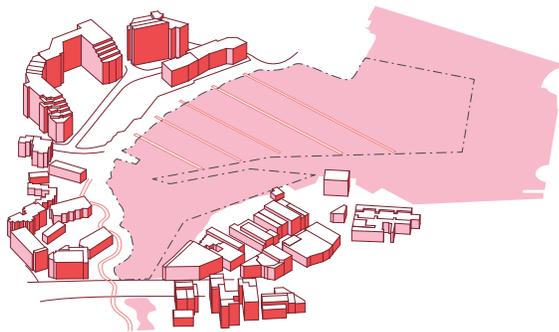
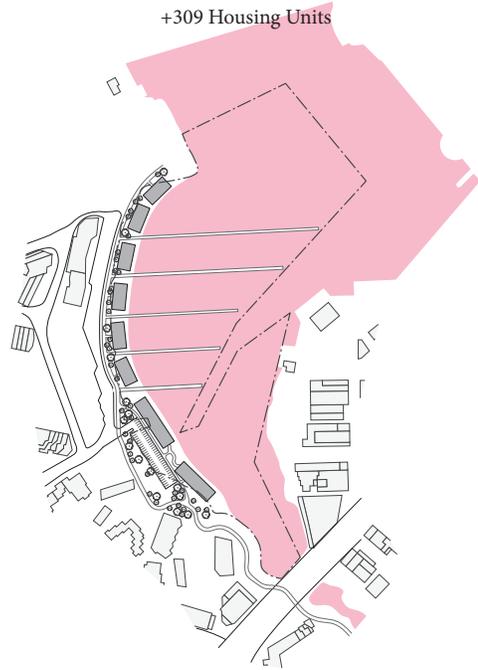
+0 Housing Units



*Affordable Housing - Maximum*

Four to eight story residential buildings are situated along the edge of False Creek. This capitalizes on views while still giving most of the buildings further from the waters edge valuable sightlines. While this removes some of the parking for the docks, the existing conditions had an excessive amount.

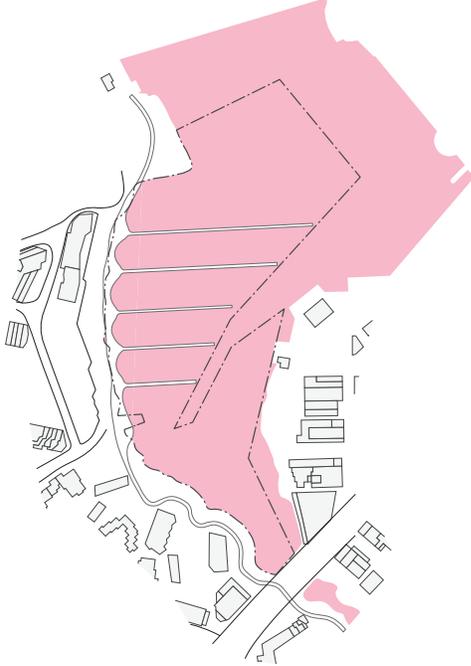
+309 Housing Units



## Open Civic Space

Currently, the seawall path is detoured away from the waters edge as it passes through Fishermen's Wharf. The goal was to create a more active waterfront drawing inspiration from the Paprocany Lakeshore Redevelopment.

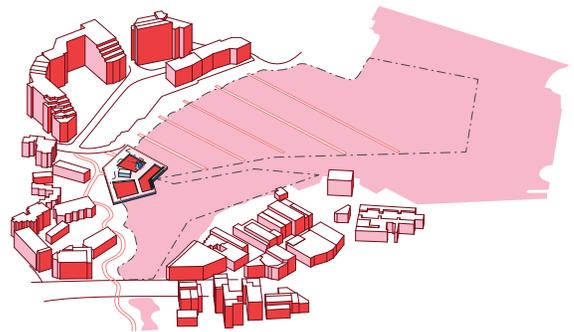
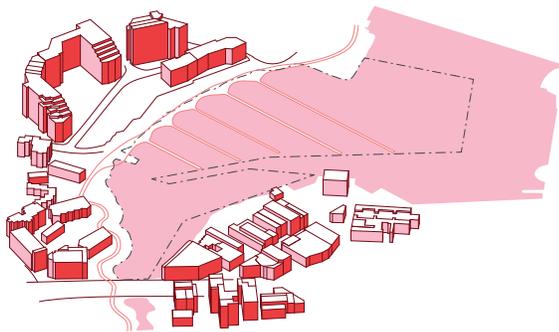
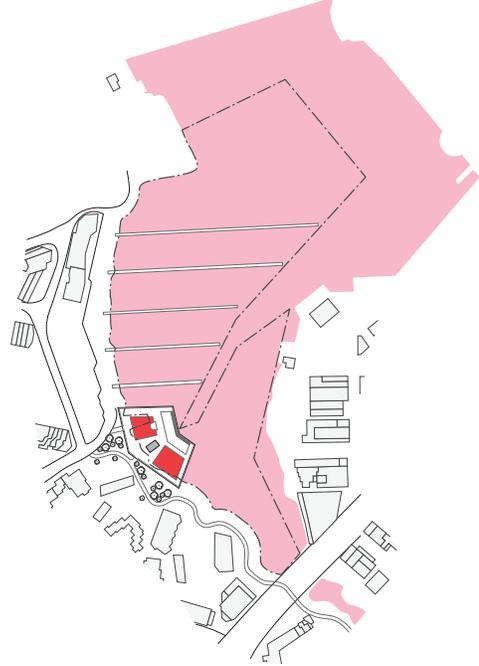
+Active Boardwalk Edge



## Civic Building

Public baths are often developed in downtown waterways in European cities. Vancouver could be one of the first Canadian cities to use public baths, essentially a pool, to bring awareness to the cleanliness of downtown water.

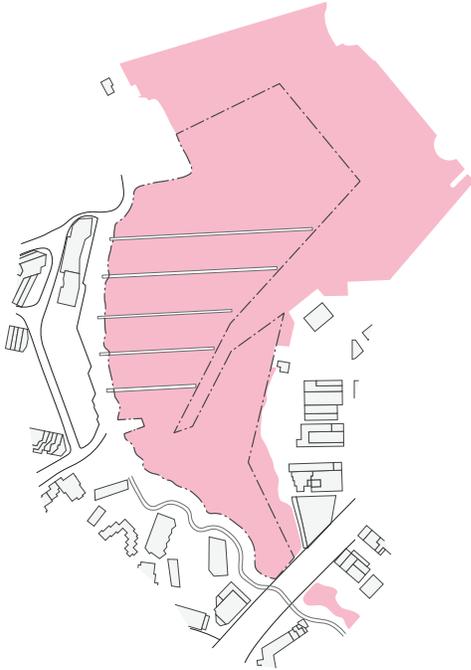
+4,900m<sup>2</sup> Amenity Space



### *Rezone and Sell - Minimum*

No plan was designed for this proposal for this district because the existing fabric was thought to already reflect the goals of this position.

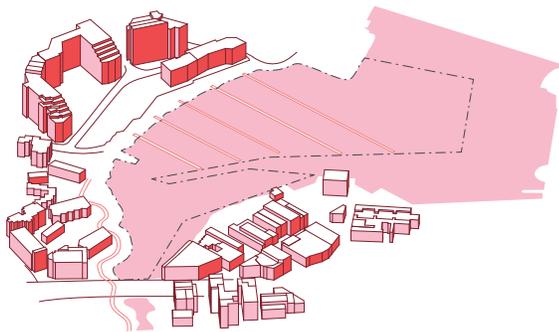
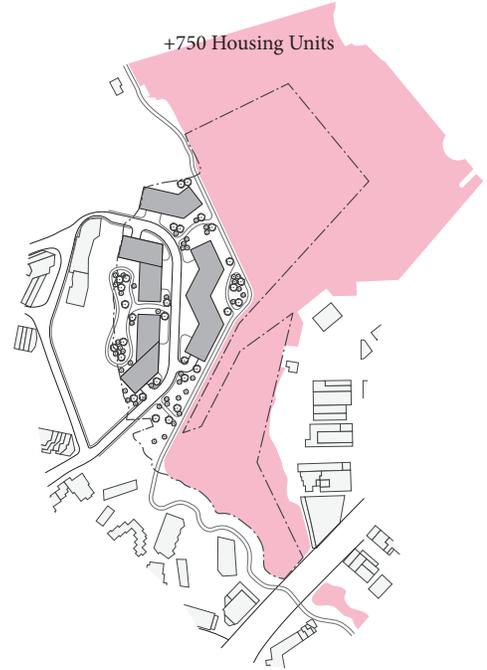
+0 Housing Units



### *Rezone and Sell - Maximum*

Part of False Creek was filled in to allow for the addition of increased density. The buildings increase in height as they move away from the waters edge to allow valuable sightlines for all buildings. The seawall path is continued along the waters edge and 1st Avenue is extended to eliminate a dead-end scenario.

+750 Housing Units

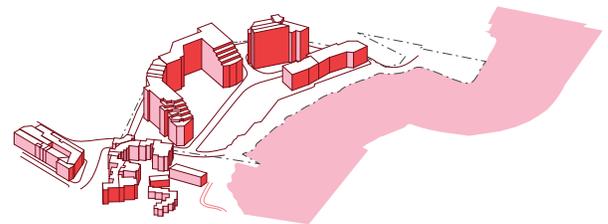
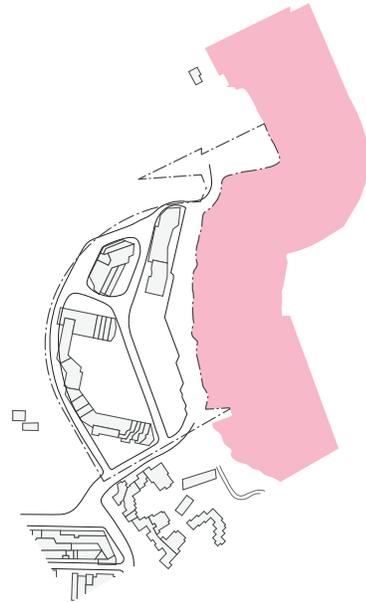


## CREEKSIDE //



Creekside is the farthest west district and sits just south of the Burrard Street Bridge. This is one of the only districts to contain office space. Adjacent to the water's edge is parking for the Fishermen's Wharf which sits on land owned by other levels of government. The remaining land is privately owned which makes the Creekside district the only district without any amount of city owned land. There is also a small park, elevated from the water's edge.

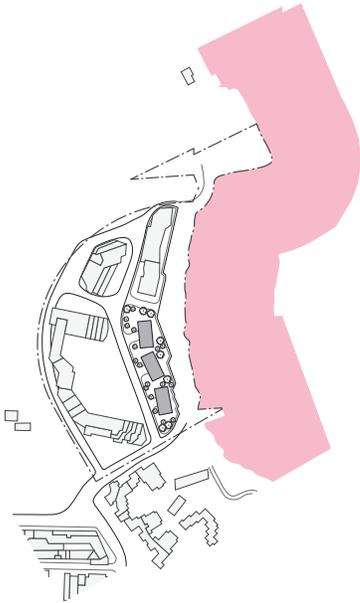
*Existing*



*Affordable Housing - Minimum*

Creekside Park was filled with three mid-rise buildings that fit within the existing road network and do not block views from adjacent buildings.

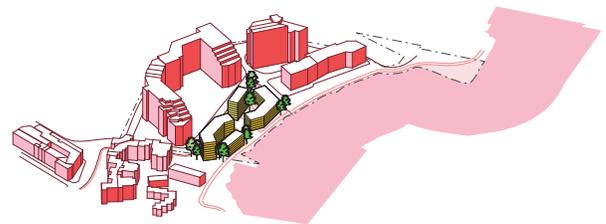
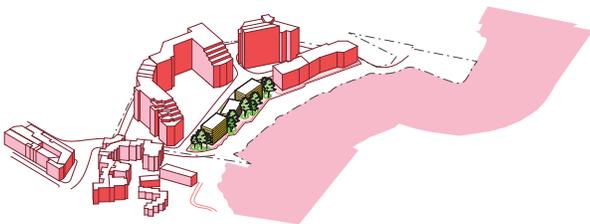
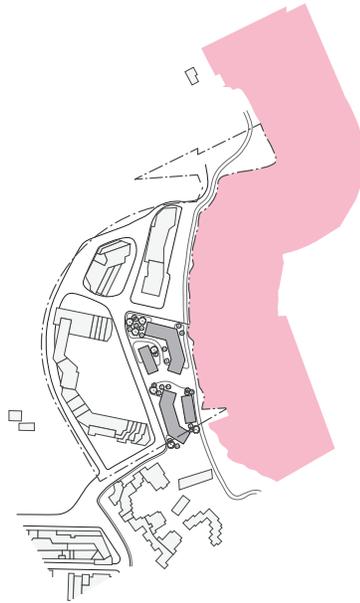
+91 Housing Units



*Affordable Housing - Maximum*

Creekside Park was filled and extended to the waters edge. Four buildings are proposed that increase in height as they step away from the water.

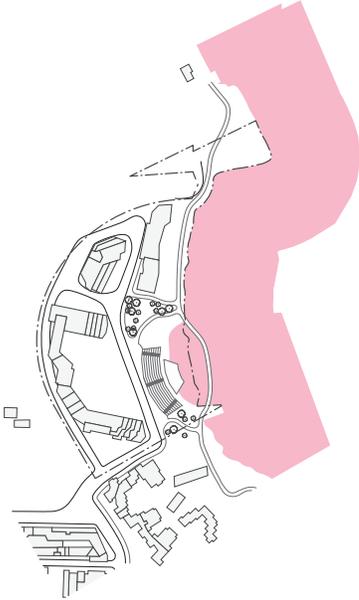
+191 Housing Units



### *Open Civic Space*

An amphitheatre that could also be used as an aqua theatre was placed along the waters edge. The seawall path bumps out into False Creek providing a unique viewpoint opportunity.

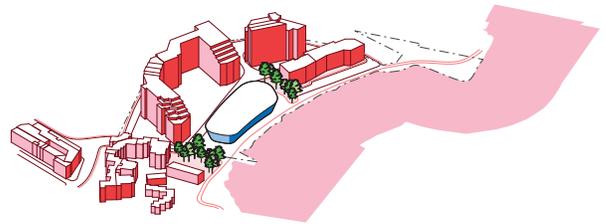
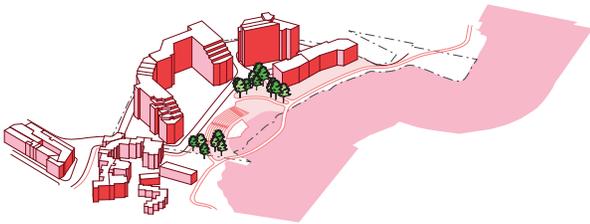
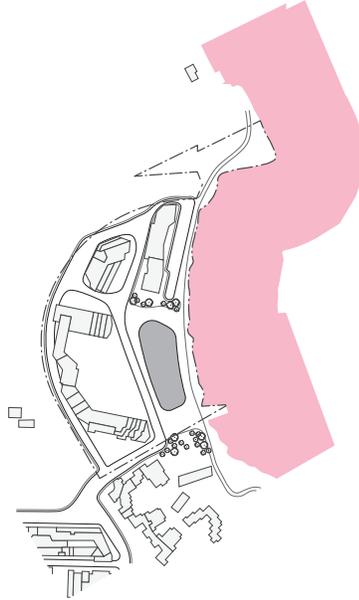
+Public Ampitheatre



### *Civic Building*

Creekside Park was filled with a civic building that could be used for a variety of uses. A community centre or library would be an ideal program that would also benefit from views.

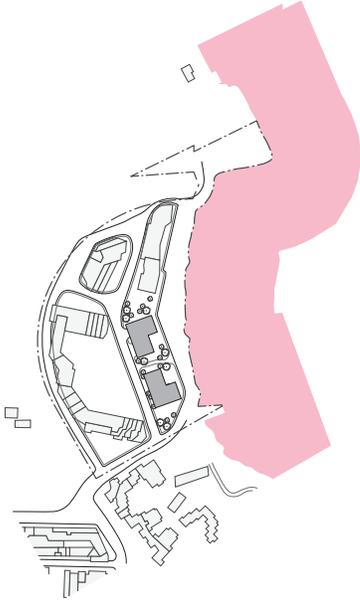
+10,335m<sup>2</sup> Gross Floor Area



### *Rezone and Sell - Minimum*

Density was added while attempting to limit height as to not block adjacent building views. The two new buildings fit within the existing road network.

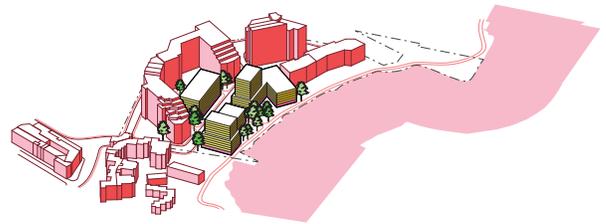
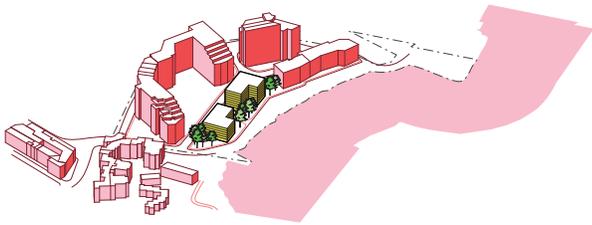
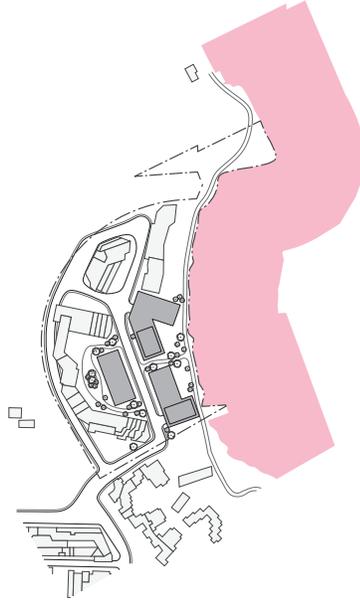
+131 Housing Units



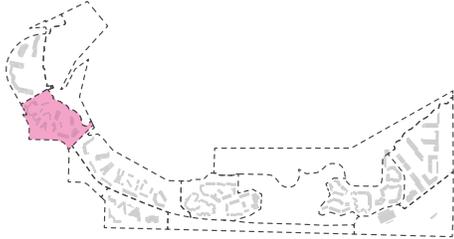
### *Rezone and Sell - Maximum*

Maximum density was sought after. On the two eastern buildings, small towers sit atop podiums that include commercial use at the ground floor. The seawall path runs between the buildings and waters edge.

+449 Housing Units

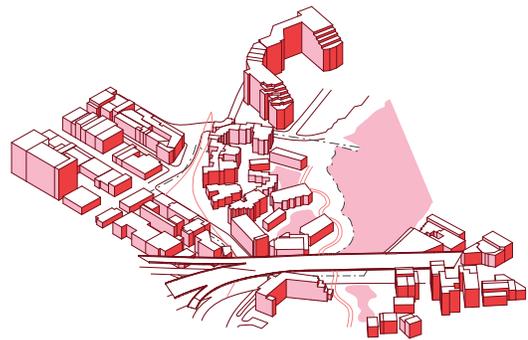
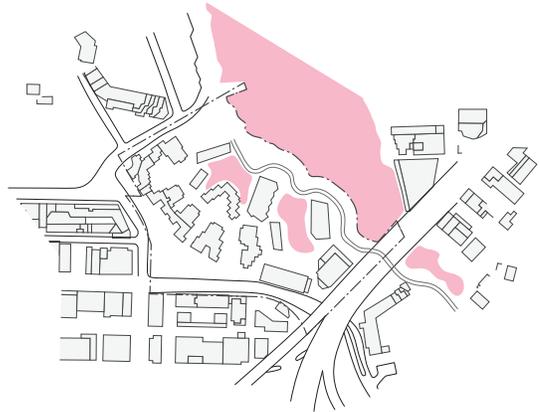


## GRANVILLE //



The Granville district sits just west of the Granville Bridge and has a small piece of privately owned land which contains the Pacific Institute of Culinary Arts. There are two small lagoons woven within the network of apartment blocks. With no clear spatial arrangement, this district is difficult to navigate for someone who is not familiar with it.

*Existing*



### *Affordable Housing - Minimum*

The limited amount of vacant land within the Granville district was filled in with residential buildings. The building at 2nd Street and Fir Street is eight storeys to rise over adjacent buildings for views to the water and mountains.

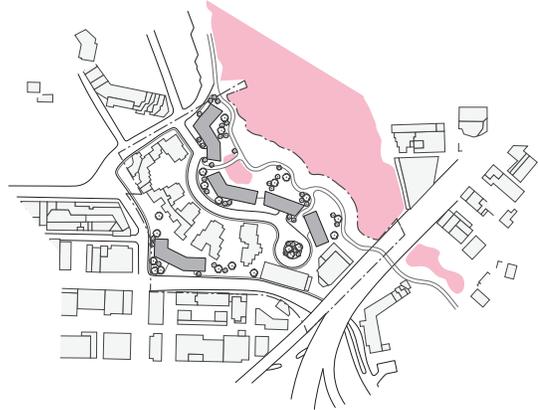
+161 Housing Units



### *Affordable Housing - Maximum*

The main move for this design was removing lower density buildings and creating an internal street to improve overall district access.

+244 Housing Units



### *Open Civic Space*

Granville district was turned into an urban playground based off Jaja Architects, Activity Landscape. A canopy covers both hard and soft landscaped mounds for the community to play on. A soccer field, two basketball courts and two tennis courts were also added.

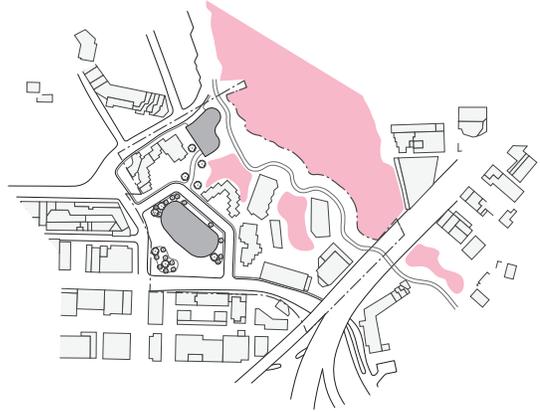
+5 Outdoor Sport Courts



### *Civic Building*

Two civic buildings were added where the existing fabric did not have buildings. A road was also brought through the district to increase accessibility. There are no specific programs for the buildings however the one adjacent to the waters edge should capitalize on available views.

+11,157m<sup>2</sup> Gross Floor Area



### *Rezone and Sell - Minimum*

Density was added at the corner of 2nd Street and Fir Street. The tallest tower is 23 storeys tall and the lower is 20. All three buildings have commercial at grade which would help activate the street front in an area where this is lacking.

+331 Housing Units



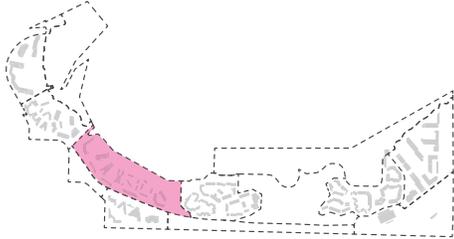
### *Rezone and Sell - Maximum*

The entire district was rethought by adding maximum density. A road network was created to better connect to the surrounding community. All buildings have commercial at grade.

+603 Housing Units

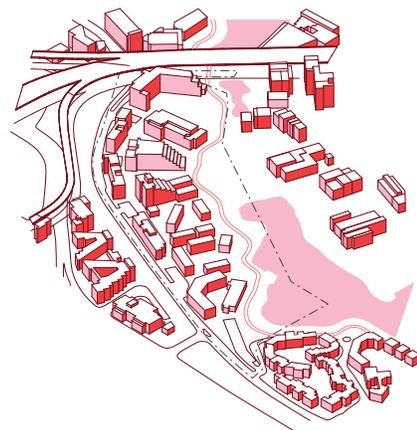
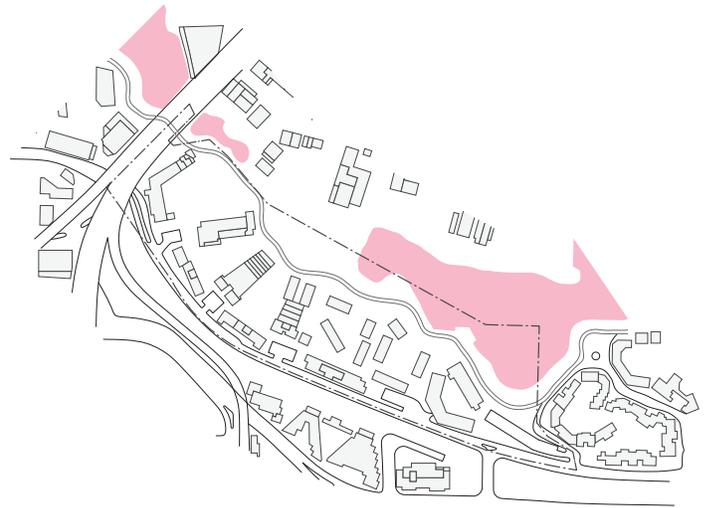


## ALDER BAY //



The Alder Bay district stretches from Granville Bridge to the western edge of Sitka district and contains 17 different housing projects. Close to Sitka, the buildings are mainly 3 – 4 storeys but closer to the Granville bridge they become 8 – 10 storeys with stepping balconies. The possibility of filling in Alder Bay should be considered.

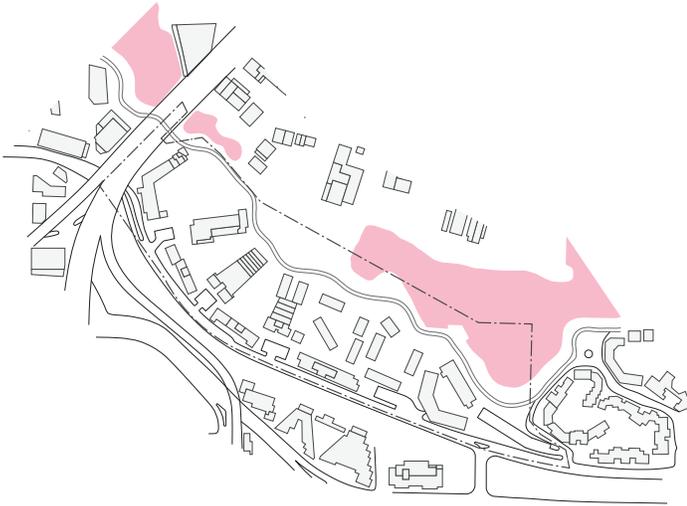
*Existing*



### *Affordable Housing - Minimum*

No plan was designed for this proposal for this district because the existing fabric was thought to already reflect the goals of this position.

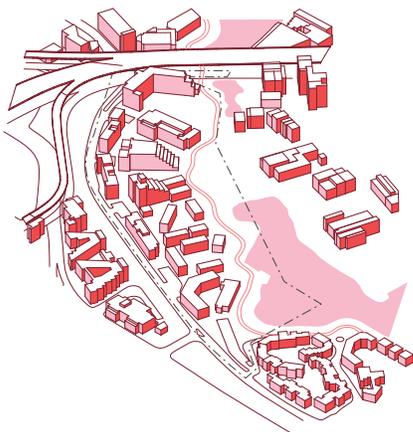
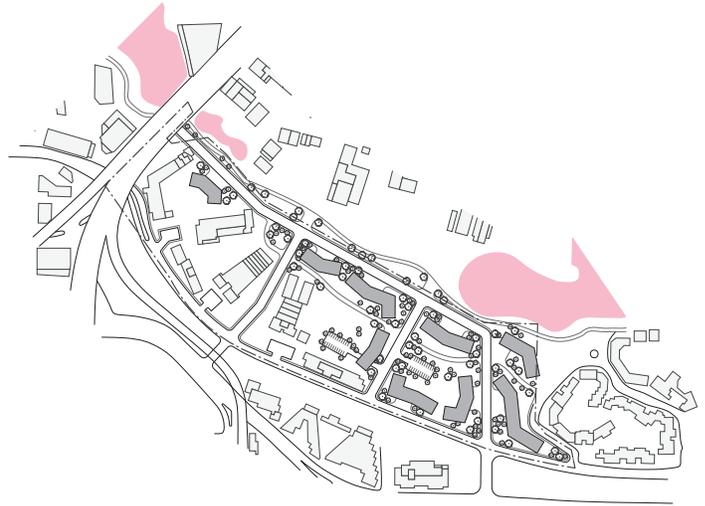
+0 Housing Units



### *Affordable Housing - Maximum*

Existing, lower density housing was removed and replaced with higher density buildings. A new street runs along the north edge of the district with a few that cross to Lamey's Mill Road. The shape of Alder Bay has been adjusted to accommodate this new road network.

+438 Housing Units



### Open Civic Space

Most of the buildings along the north edge of the site have been removed. The new pathway and four buildings are intended to function as a cultural plaza on the history of False Creek and the surrounding communities.

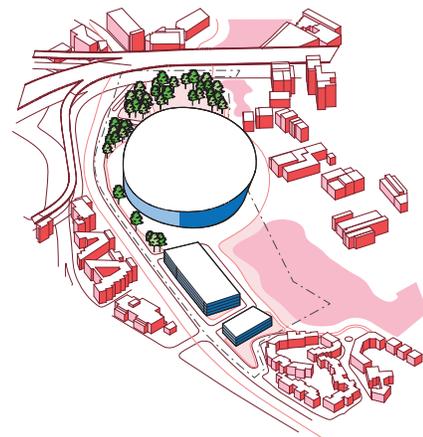
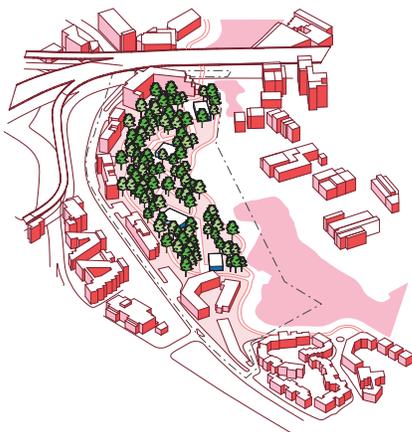
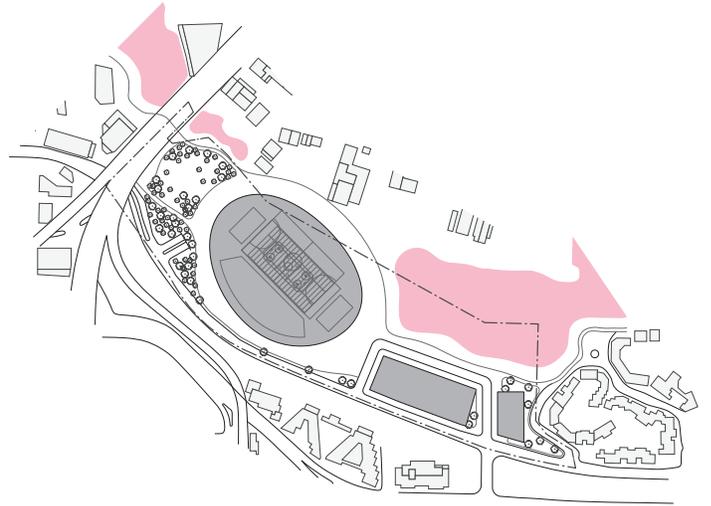
+1,844m<sup>2</sup> Gross Floor Area



### Civic Building

Alder Bay has been turned into a destination for sports events. A major event centre with underground parking could host a number of different types of events. To the east are two buildings that would house restaurants, administrative offices, and other ancillary programs to support the event centre. This design would function similarly, but on a smaller scale, as *Lansdowne* in Ottawa.

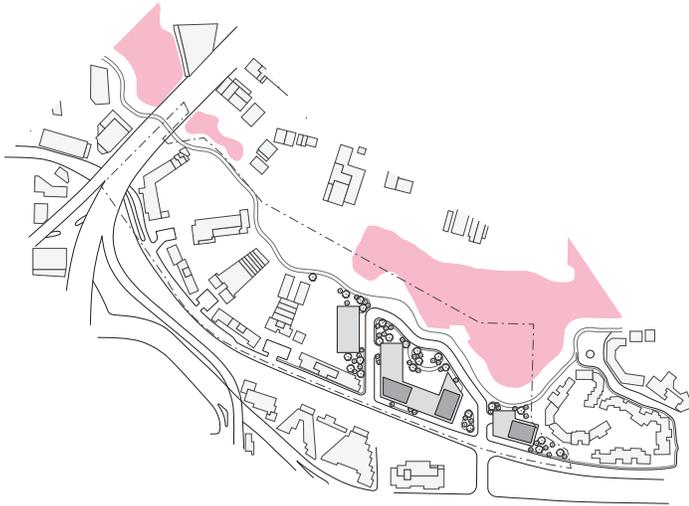
+67,714m<sup>2</sup> Gross Floor Area



### *Rezone and Sell - Minimum*

Buildings with lower densities were removed and replaced. All three new buildings have commercial at grade. A small new street is created to increase accessibility.

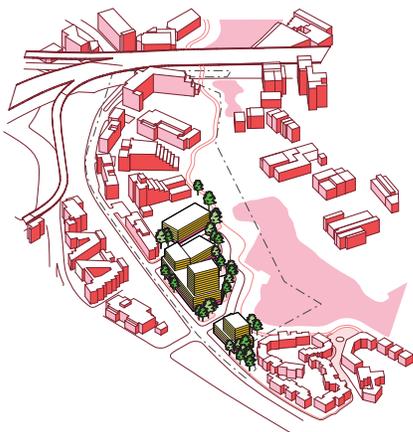
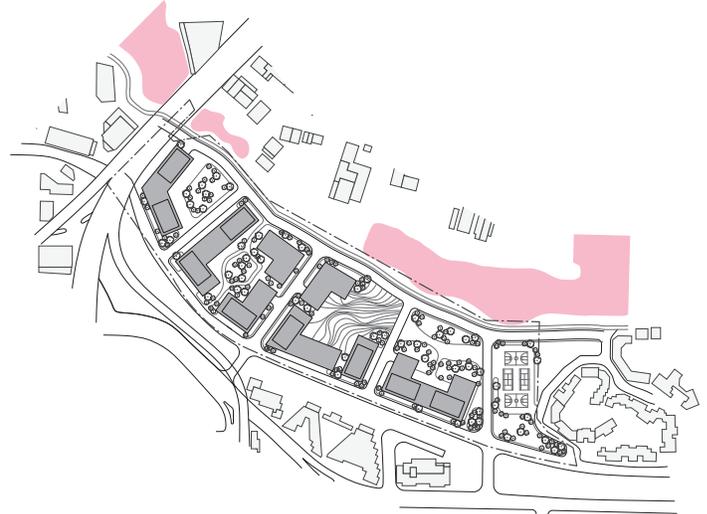
+289 Housing Units



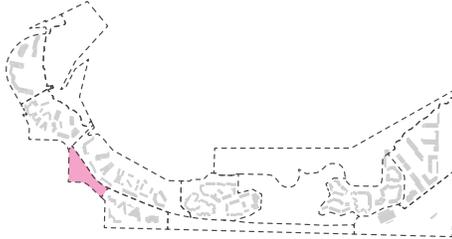
### *Rezone and Sell - Maximum*

Maximum density is added to Alder Bay while creating a new road network that functions more efficiently. Interior courtyards are implied as an acknowledgment to the existing enclaves that are so adored in the community today.

+1,033 Housing Units

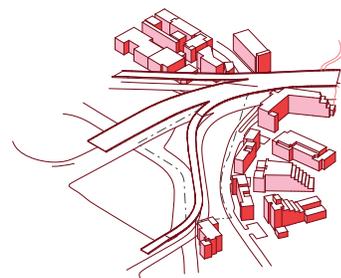
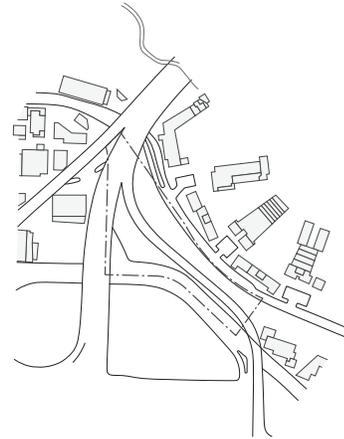


## OVERPASS //



The smallest district is situated underneath an onramp to the Granville Bridge. The Overpass district is currently entirely vacant but poses an interesting opportunity for increasing connectivity to the adjacent neighbourhoods.

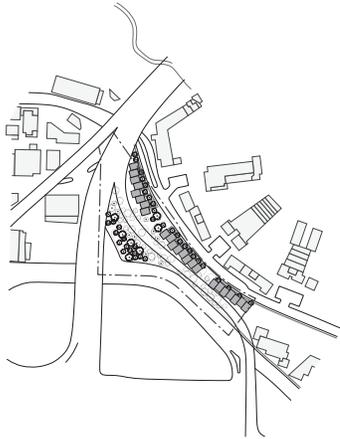
*Existing*



*Affordable Housing - Minimum*

A row of stacked rowhouses line Lamey's Mill Road. New pedestrian connections between Lamey's Mill and West 4<sup>th</sup> Avenue split through the rowhouses.

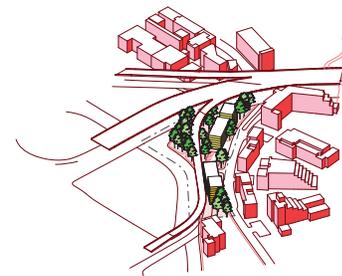
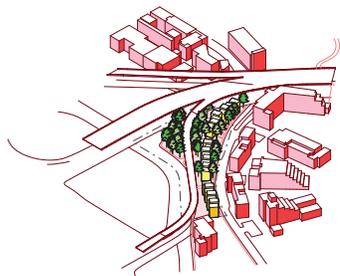
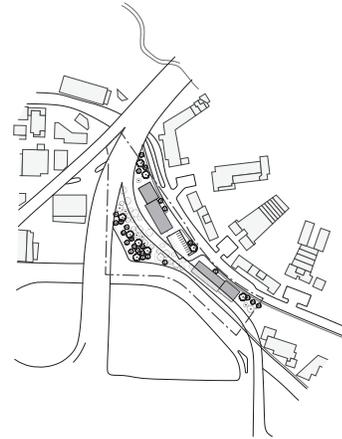
+46 Housing Units



*Affordable Housing - Maximum*

Two mid-rise buildings sit underneath the Granville Bridge Overpass. A small surface parking lot provides minimal parking between the buildings.

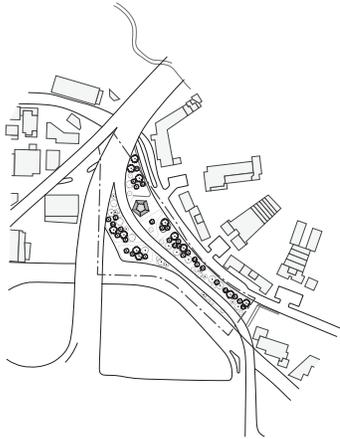
+124 Housing Units



### *Open Civic Space*

Several new pedestrian connections are made between West 4th Avenue and Lamey's Mill Road. Additionally, a public rock climbing wall was positioned adjacent to the on ramp.

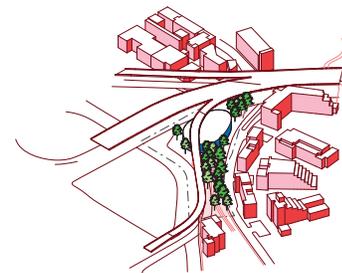
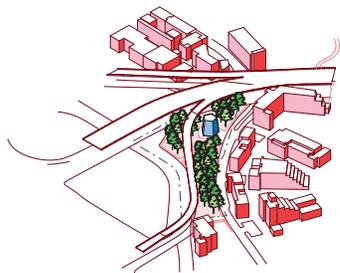
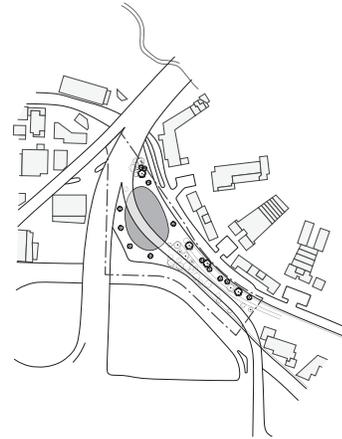
+5 Sided Rock Climbing Wall



### *Civic Building*

An ellipse civic building sits under the overpass and can be accessed from all sides. This building could function well as a museum for Granville Island.

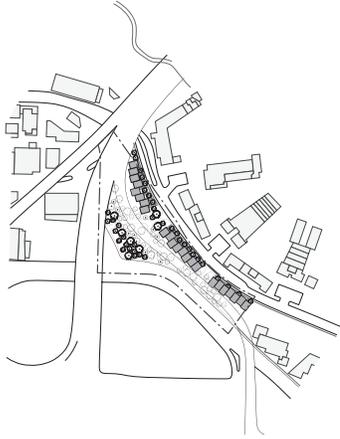
+5,326m<sup>2</sup> Gross Floor Area



*Rezone and Sell - Minimum*

Rowhouses line Lamey's Mill Road. New pedestrian connections between Lamey's Mill and West 4<sup>th</sup> Avenue split through the rowhouses.

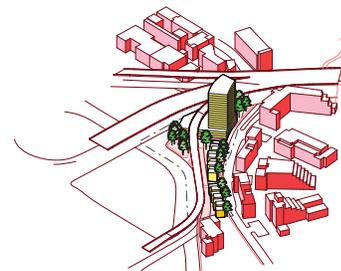
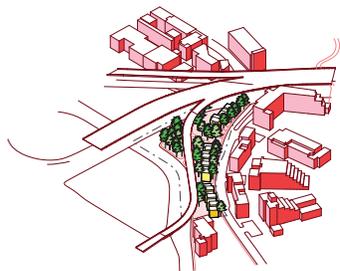
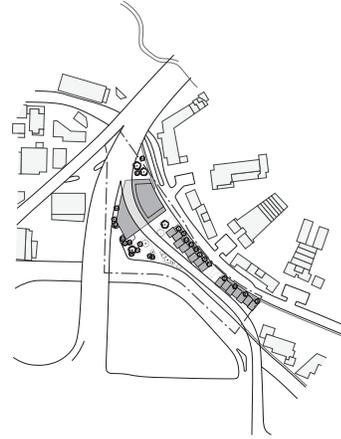
+23 Housing Units



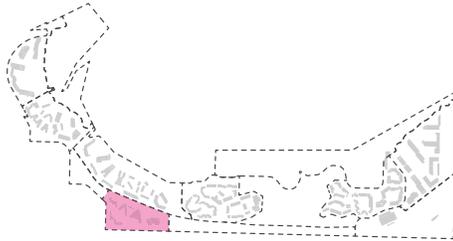
*Rezone and Sell - Maximum*

Rowhouses line Lamey's Mill Road to the east of the district. To the west there is a 20-storey building adjacent to the overpass. There is one floor of commercial in the four-storey podium.

+218 Housing Units

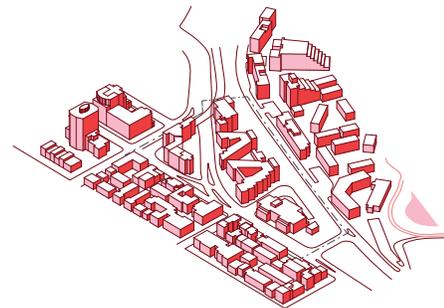
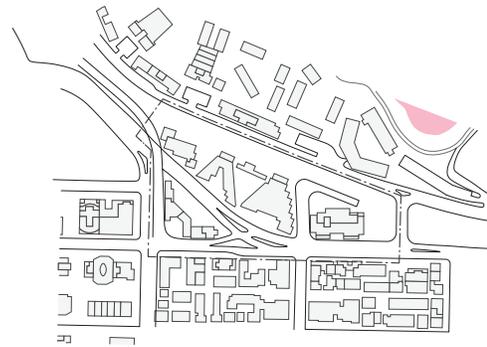


## ALDER CROSSING //



Alder Crossing is almost entirely privately-owned land, with just a thin strip of land at its north edge belonging to the city. It is bisected by 4th Avenue as it curves to become 6th Avenue and thus is nearly half road area and half building area. There is minimal open space for development, so any construction would likely first involve demolition.

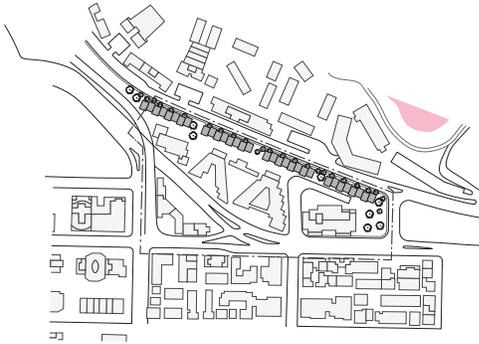
*Existing*



*Affordable Housing - Minimum*

A row of stacked rowhouses line Lamey's Mill Road in the portion of the site owned by the City of Vancouver.

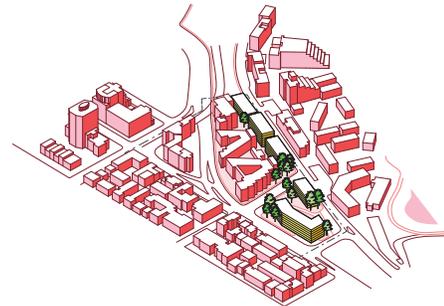
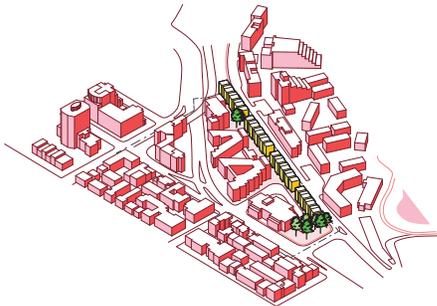
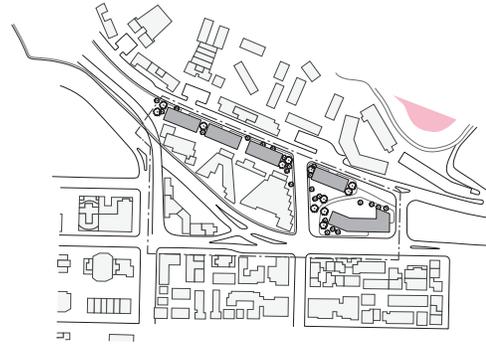
+64 Housing Units



*Affordable Housing - Maximum*

Four mid-rise buildings line Lamey's Mill Road ranging from four to six storeys. Birch Street was extended north to connect with Lamey's Mill to improve connectivity to the site.

+202 Housing Units



### Open Civic Space

A public plaza was created to help draw people into the False Creek South neighbourhood. The plaza design is inspired by *Superkilen* in Copenhagen, Denmark.

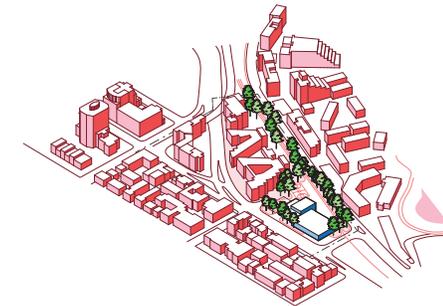
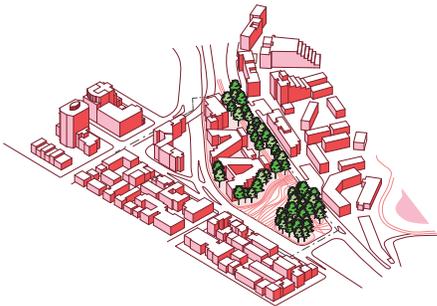
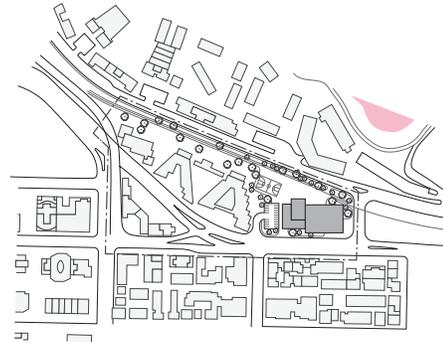
+Active Public Plaza



### Civic Building

A civic building intended to be used as a day care or school was positioned at the corner of Alder Crossing and West 6<sup>th</sup> Avenue. Additionally, the existing CP rail line was turned into a pathway. The intention is that the tracks would remain and be integrated into the paving material.

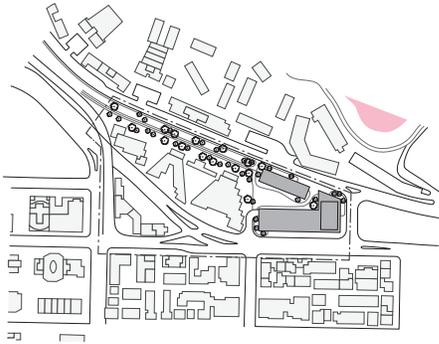
+4,709m<sup>2</sup> Gross Floor Area



*Rezone and Sell - Minimum*

A long frontage along West 6<sup>th</sup> Avenue was created to help activate the street front. A tower of eight-storeys sits atop a four storey podium.

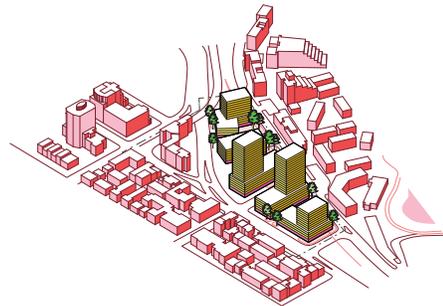
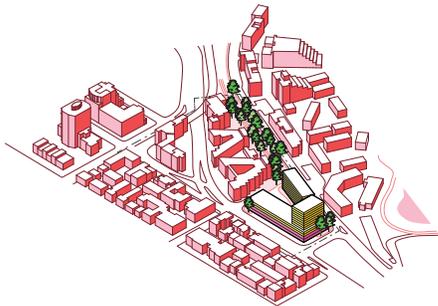
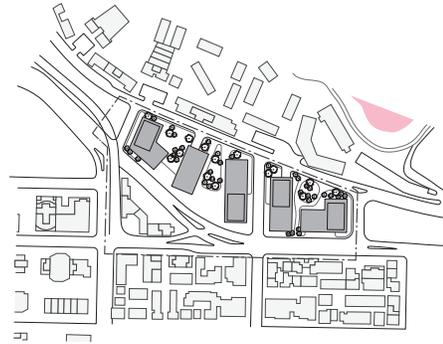
+181 Housing Units



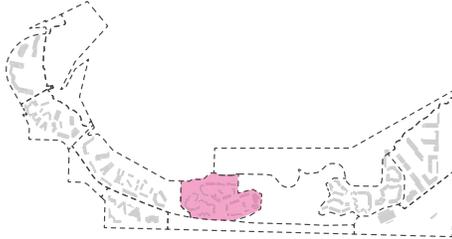
*Rezone and Sell - Maximum*

Two new street connections were created to False Creek South while adding maximum density. The tallest two towers are 22-storeys tall.

+631 Housing Units

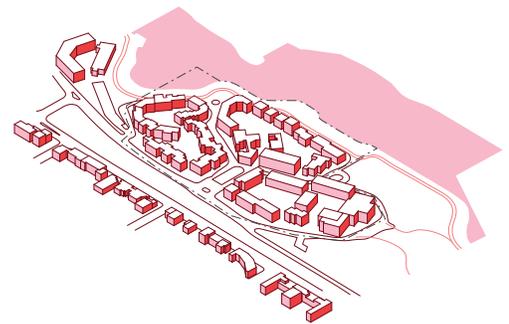


## SITKA //



The Sitka district is entirely made up of rowhouses with interior “enclaves”. These enclaves are one of the most admired aspects of FCS and should be somehow incorporated into the redevelopment of the area. Also, within the Sitka district is the False Creek Elementary School.

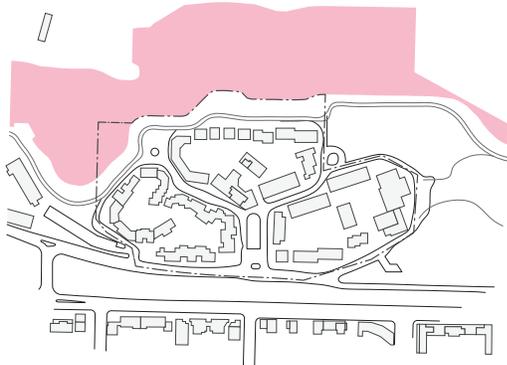
*Existing*



*Affordable Housing - Minimum*

No plan was designed for this proposal for this district because the existing fabric was thought to already reflect the goals of this position.

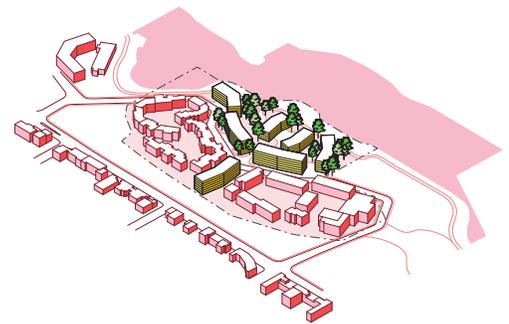
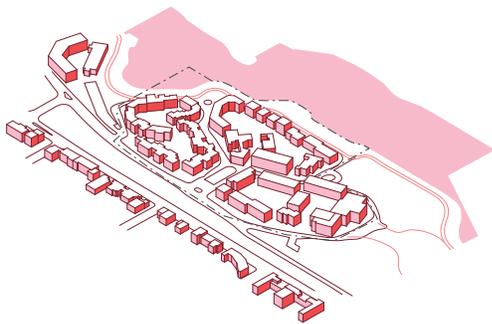
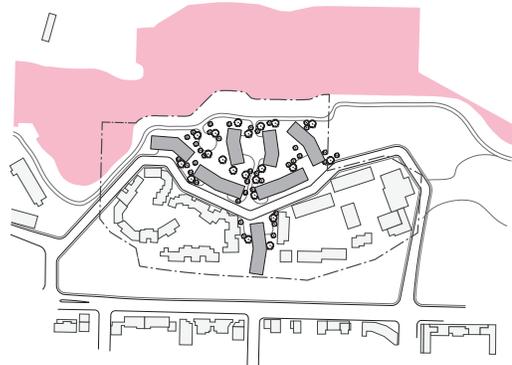
+0 Housing Units



*Affordable Housing - Maximum*

The rowhouses closest to the water were removed and replaced with higher density buildings ranging from four to six-storays. Many units in these buildings would have exceptional views to the water and mountains.

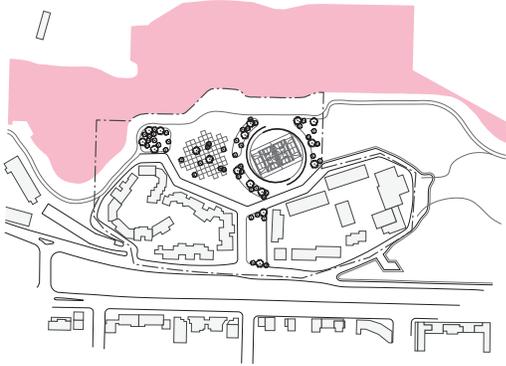
+192 Housing Units



### *Open Civic Space*

A public sports court and playground was proposed, inspired by the Israel Plads Square project. This would greatly benefit both the adjacent residents but also residents from further away. Amenity space like this would provide for residents of increased density elsewhere in False Creek South.

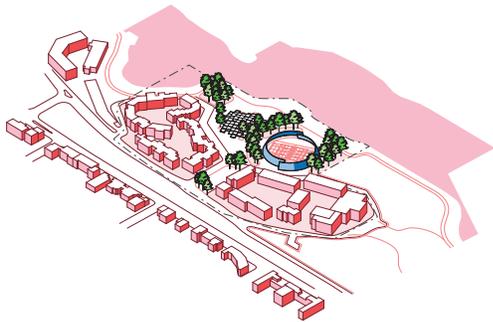
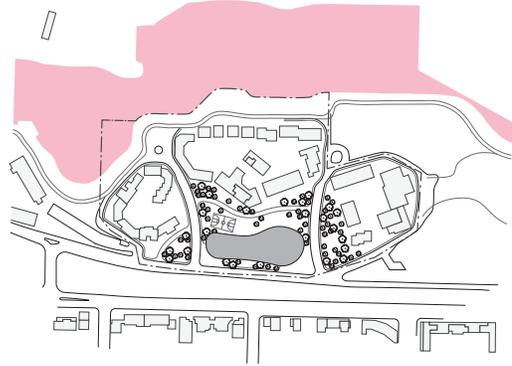
+6 Sport Courts



### *Civic Building*

A parking lot and piece of two housing blocks were removed for this civic building, intended as a community centre. Additionally, the street network was simplified.

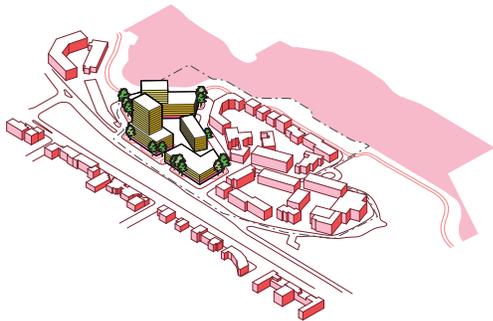
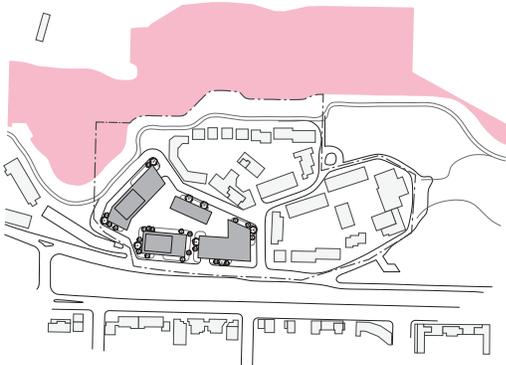
+7,026m<sup>2</sup> Gross Floor Area



### *Rezone and Sell - Minimum*

Density was added to the west of the site while still being thoughtful of the existing enclaves. The buildings the front the enclaves are four and six-storeys which is equal to or just taller than the enclaves. The tallest tower is 17-storeys with commercial at grade.

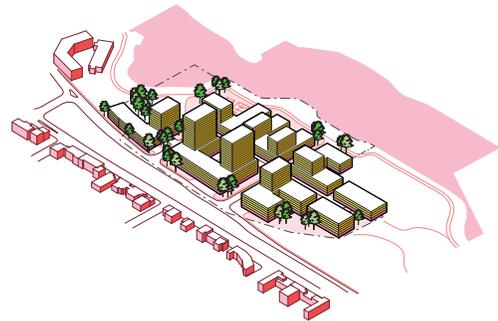
+247 Housing Units



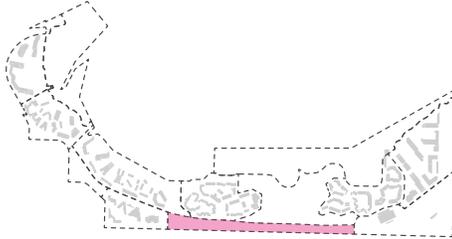
### *Rezone and Sell - Maximum*

Sitka was completely rethought and replaced with towers atop four to six-storey podiums. The street network was updated to be more efficient.

+915 Housing Units

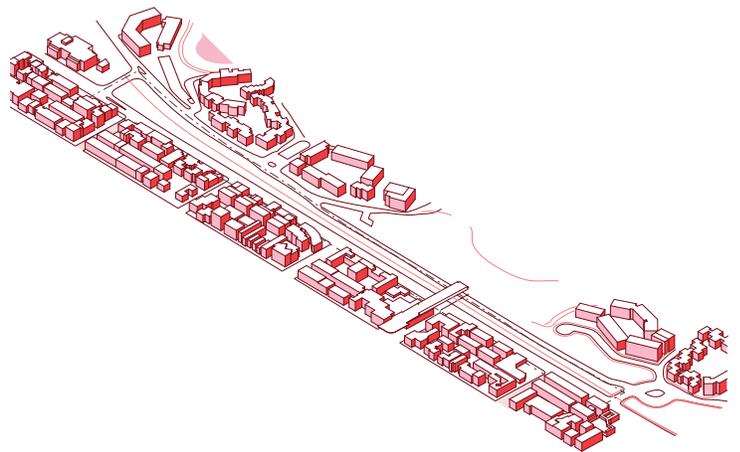
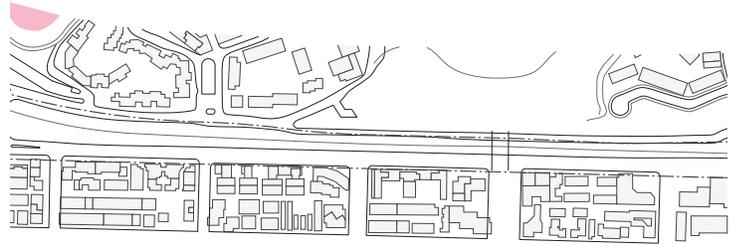


## RAILLINE //



Railline is a thin district that fronts 6th Avenue between the two main access points to False Creek South, Alder Crossing and Moberly Road. While no buildings exist within the district there is the former CP rail line. Just prior to and during the 2010 Olympics, a demonstration streetcar was using the CP rail line. This terminated soon after the Olympics, but the demand for an east-west public transit connection remains.

*Existing*



### *Affordable Housing - Minimum*

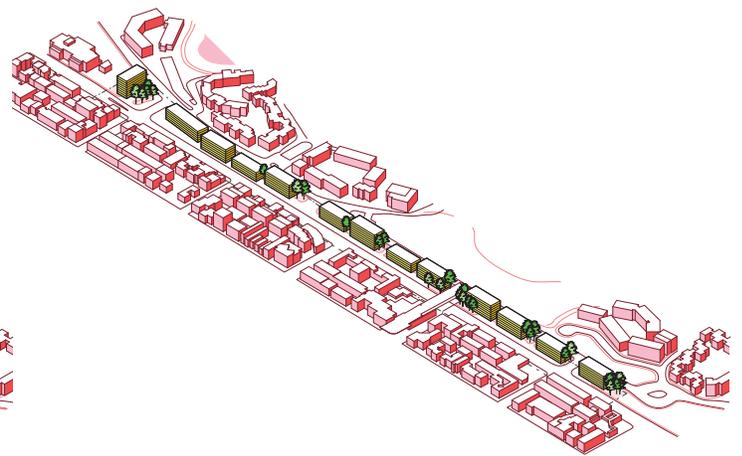
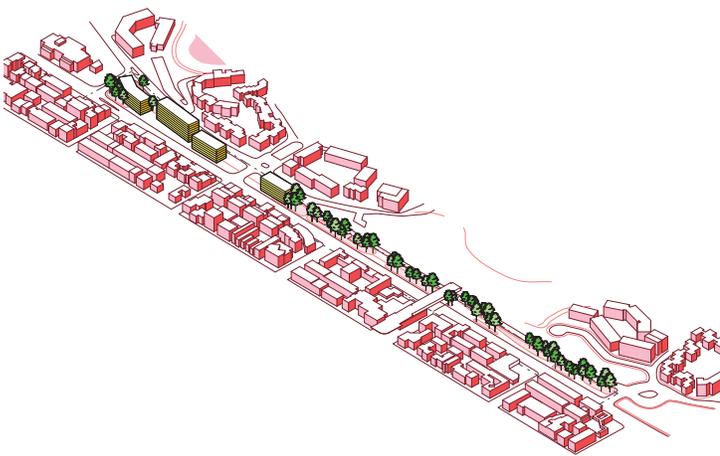
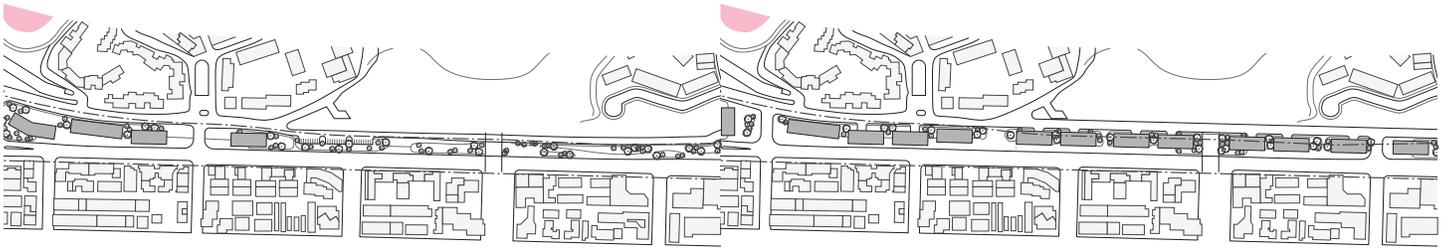
Mid-rise buildings were added to the west end of the district and a public path stretches the length of the rest of the district. The buildings would active residential frontage along West 6<sup>th</sup> Avenue.

+202 Housing Units

### *Affordable Housing - Maximum*

The length of the 'Community Edge Zone' in the Railline district was filled with mid-rise affordable housing. Two new connections at each end were created to increase connectivity to the neighbourhood. The buildings fronting West 6<sup>th</sup> Avenue would have active residential frontage at grade.

+484 Housing Units



### *Open Civic Space*

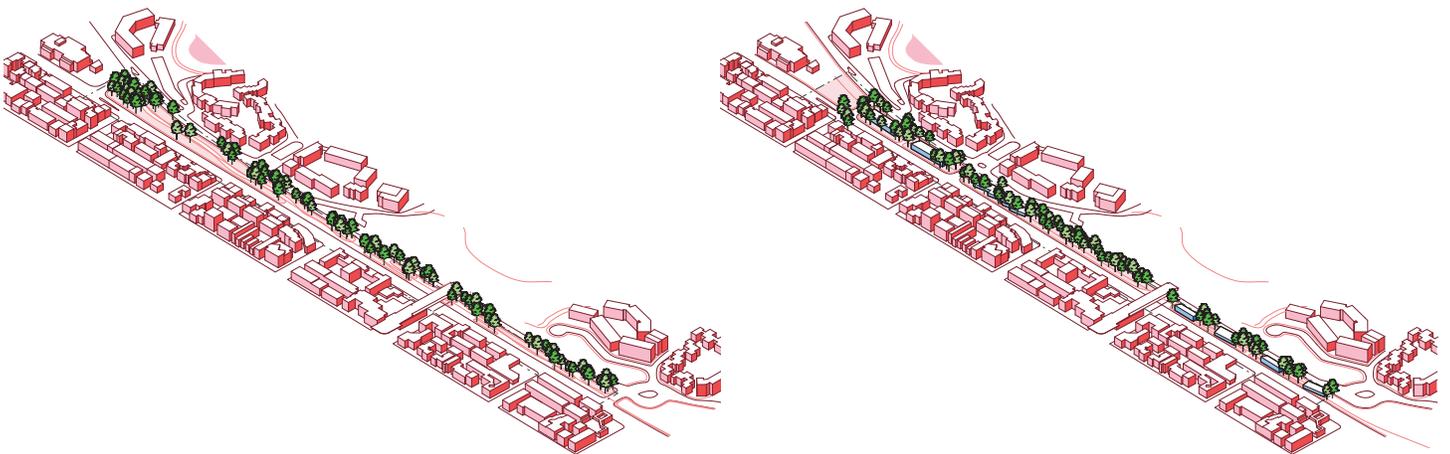
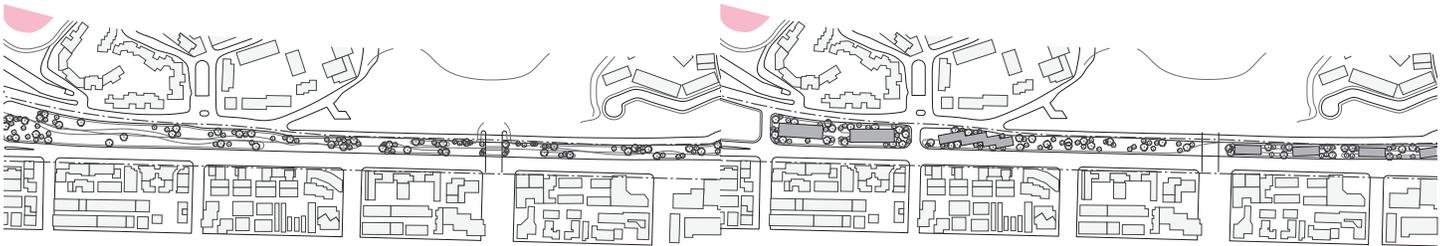
A public path stretches the length of the district with connections to both adjacent streets. Additionally, the existing railway tracks would remain and be integrated into the new paving and planning.

+Community Multi-Use Pathway

### *Civic Building*

The Railline district was transformed into a public amenity with community gardens and greenhouses. Additionally, two new street connections to False Creek South were made.

+3,614m<sup>2</sup> Gross Floor Area



### *Rezone and Sell - Minimum*

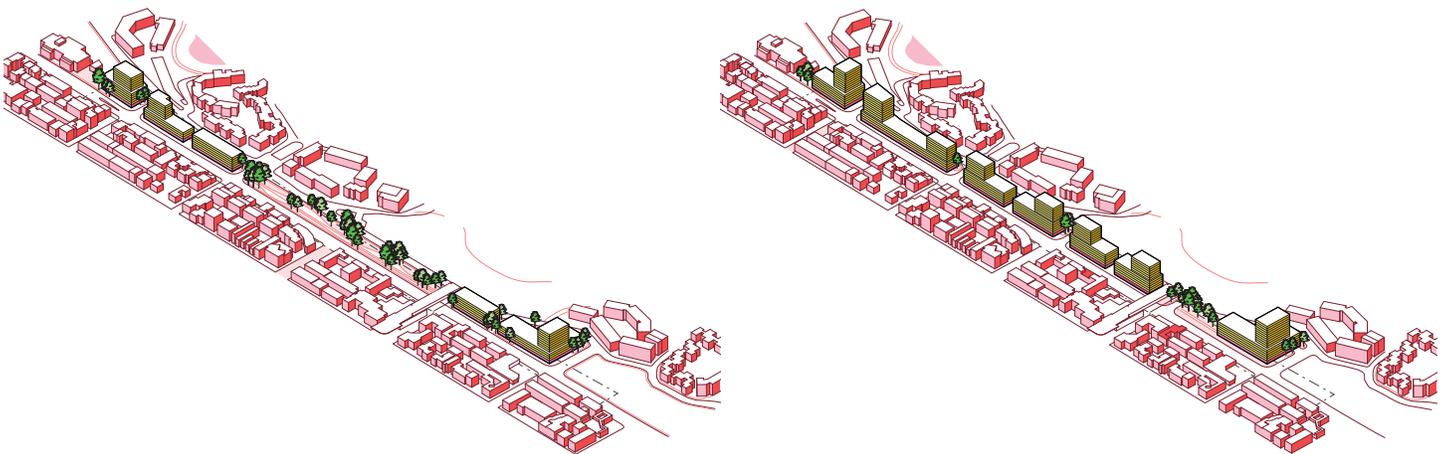
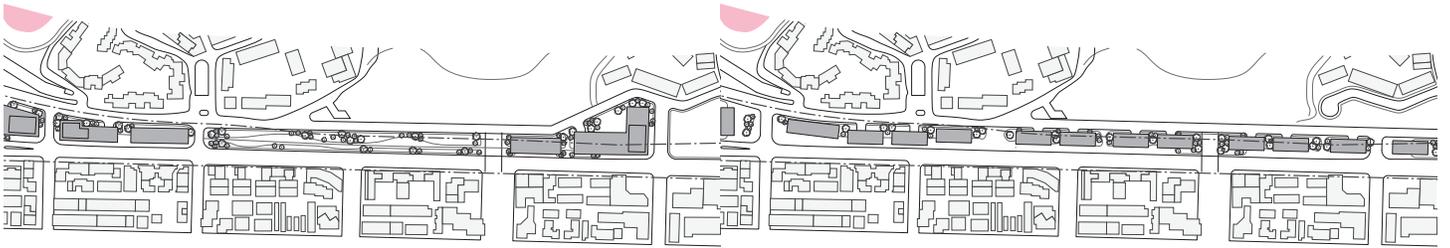
Density was added at each end of the district surrounding new connections. Connecting the two ends is a new public path integrating the existing rail line. All buildings have commercial at grade which would help to create an active West 6<sup>th</sup> Avenue. The building heights are limited to not block views from the adjacent Fairview Slopes neighbourhood.

+435 Housing Units

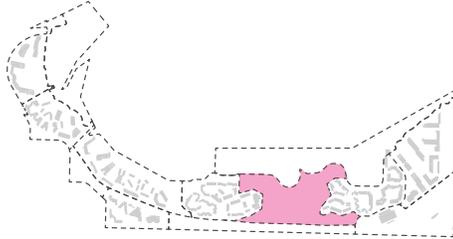
### *Rezone and Sell - Maximum*

The entirety of the Railline district was built out to a high density to help activate West 6th Avenue. All the podiums are six-storeys with commercial at grade. Lamey's Mill Road was realigned slightly north to make room for the new development.

+909 Housing Units

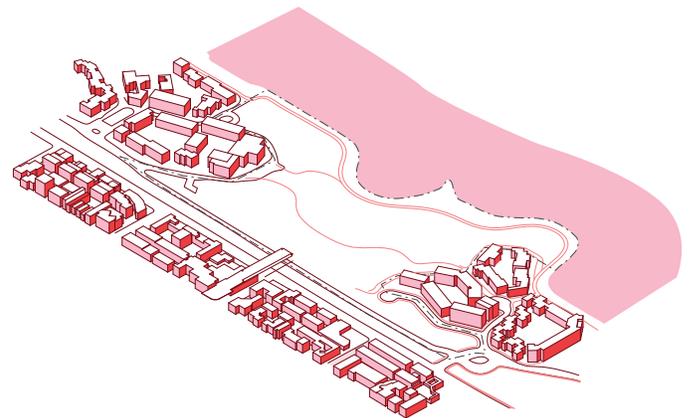
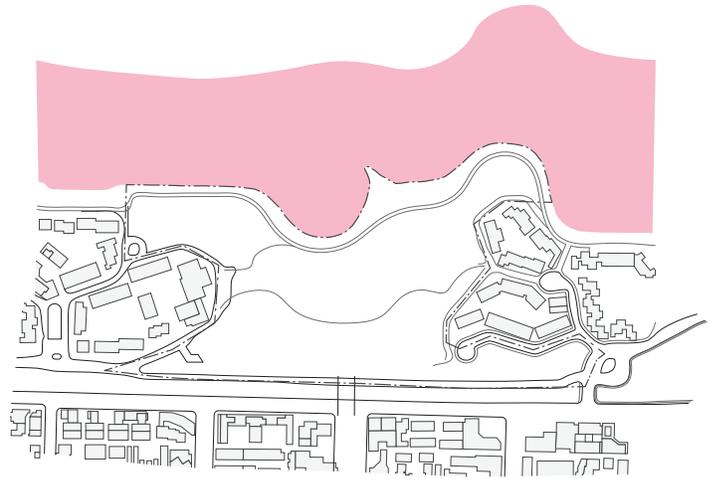


## CHARLESON PARK //



Charleson Park is approximately 8.5 hectares of green space and forest. Within the park is a small pond, walking paths, and a dog park. The Laurel Street land bridge connects to the district at its south edge. A beautiful, naturalistic space, it boasts a significant amount of unprogrammed prime real estate. Charleson Park would benefit from a more defined design that would draw residents to it.

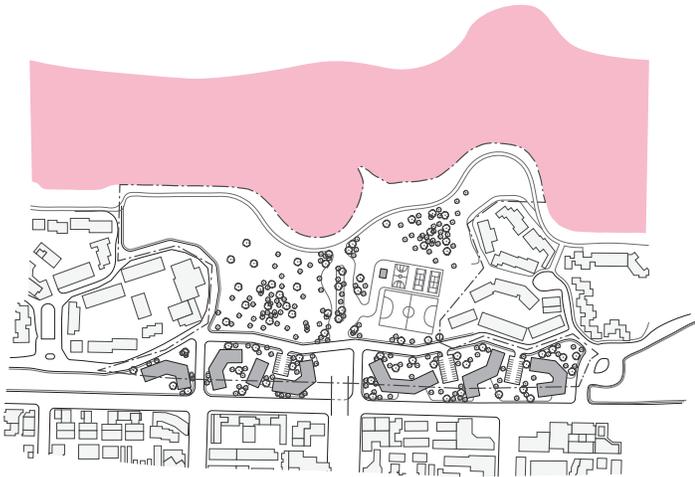
*Existing*



### *Affordable Housing - Minimum*

Affordable housing buildings were added to the south side of the site, bridging into the Railline district. The majority of Charleson park was left as is, however a few sports courts were added. The road network has been reimagined to function with the new buildings.

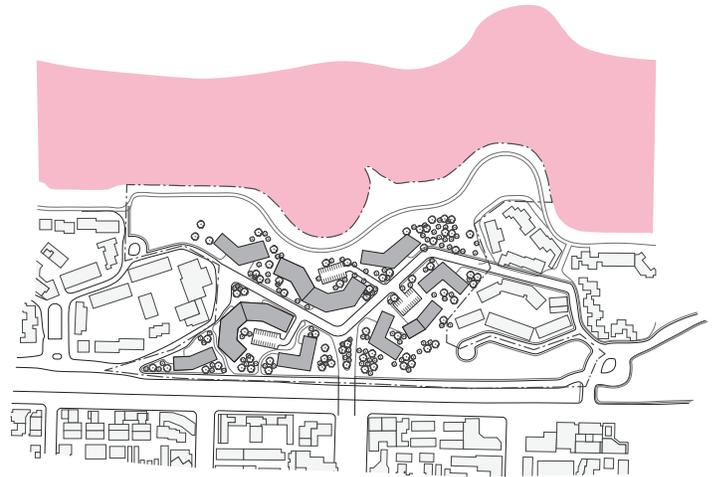
+402 Housing Units



### *Affordable Housing - Maximum*

The majority of Charleson Park was transformed into affordable housing that attempts to benefit from the existing naturalistic landscape character of the park. From the east, Millyard Road is extended to join with School Green on the west, creating a much-needed connection from the west portion of False Creek South to the east.

+658 Housing Units

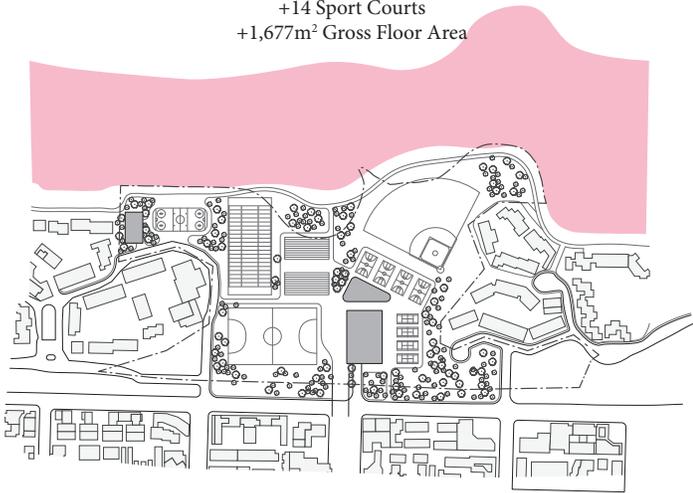


### Open Civic Space

Charleson Park was transformed into an outdoor sports complex with a full-sized soccer field, baseball diamond, football field, hockey rink, two Olympic sized swimming pools, four basketball courts and four tennis courts.

Additionally, there is two buildings to support the sport functions. A parking lot is accessed from West 6<sup>th</sup> Avenue. The parking lot is intended to be similar to the 'Park N Play' project by Jaja Architects.

+14 Sport Courts  
+1,677m<sup>2</sup> Gross Floor Area

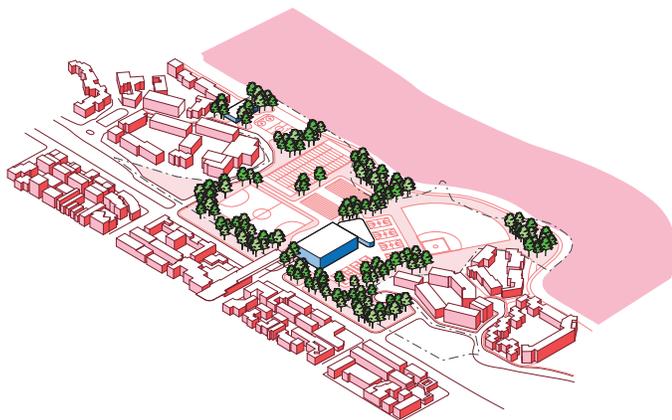
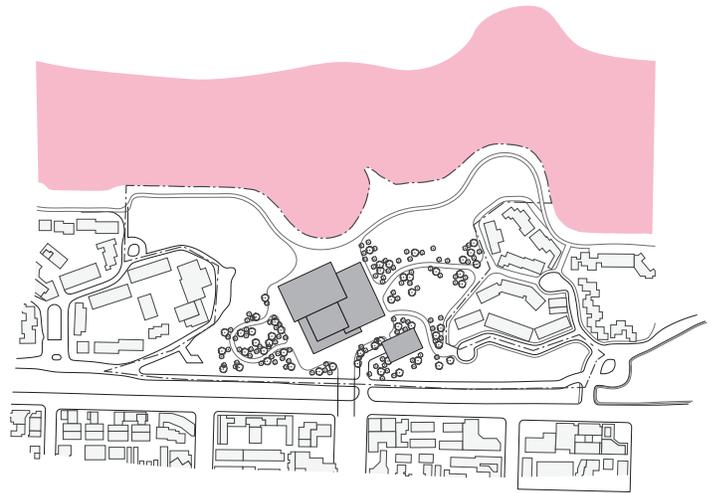


### Civic Building

The majority of Charleson Park was left untouched however, a large civic building was located at the north end of the Laurel Street Landbridge.

The intention is for this to be an arts centre or performance centre. While it may be out of scale for the community that currently surrounds it, the addition of adjacent density would allow this building to become an exceptional amenity for residents of all of Vancouver.

+23,509m<sup>2</sup> Gross Floor Area



### *Rezone and Sell - Minimum*

Density was added to the south part of the district, still allowing for an active edge along the water. Charleson Road was realigned much further north accommodate the deep floor plates. Two new connections to the neighbourhood were also created. All buildings have commercial at grade.

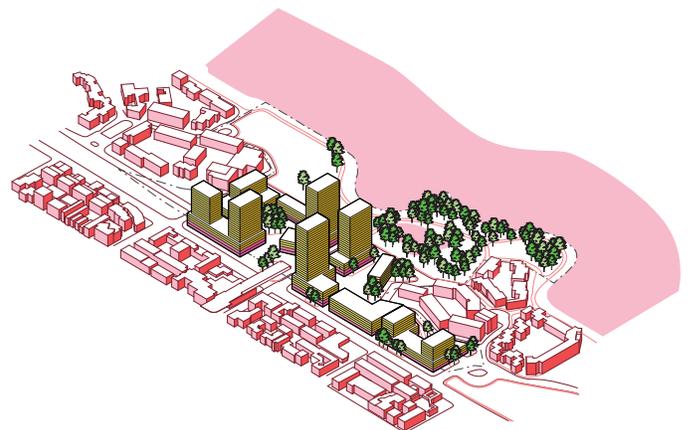
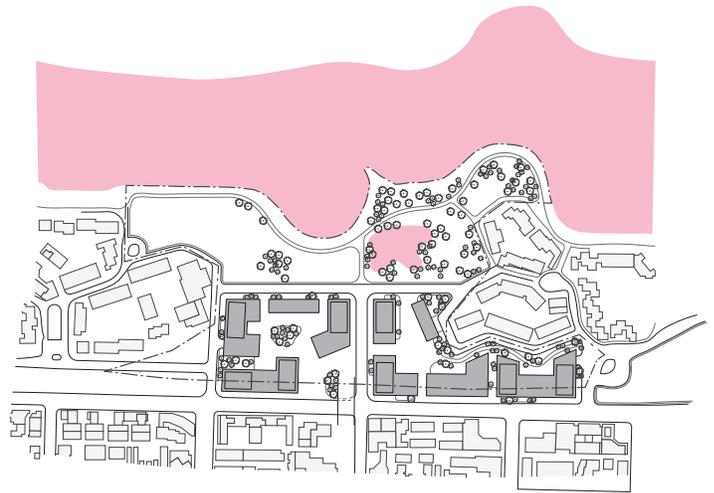
+623 Housing Units



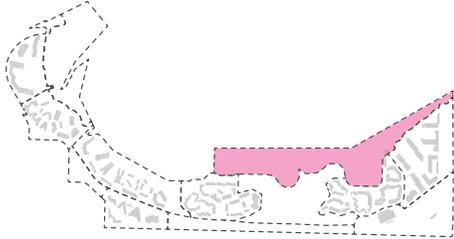
### *Rezone and Sell - Maximum*

A radically new street network accompanies a significant amount of density to the park. At the north terminus of the Laurel Street Landbridge there would be a public plaza surrounded by two-storey commercial. The tallest tower is 29-storeys. If this plan was chosen, open space must be accommodated elsewhere in the community to accommodate the loss of Charleson Park.

+1,402 Housing Units

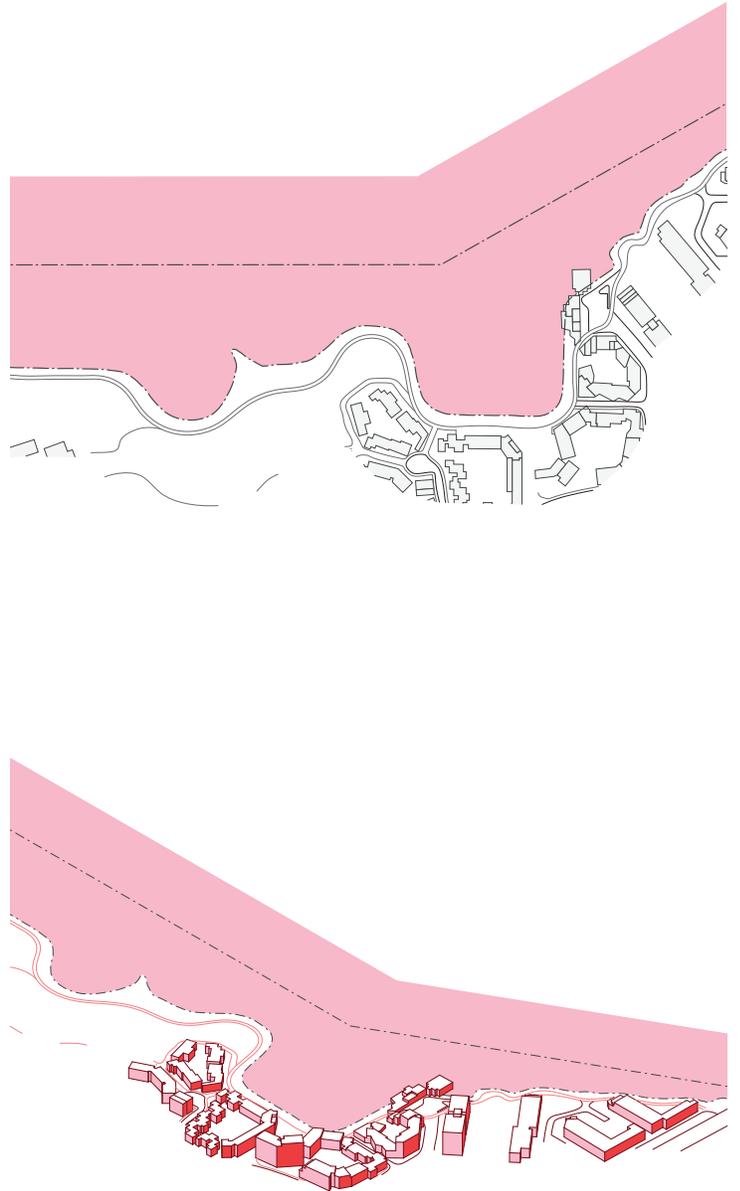


## FALSE CREEK //



False Creek is the largest district, but it does not have any land area as it is entirely water. At the west edge of the district is the Spruce Harbour Marina, operated by the Greater Vancouver Floating Home Co-op as a cooperative where members can live aboard their vessels. There are approximately 100 mooring locations and at the centre of the marina is a small building which provides laundry, showers, and a sauna, as well as a small lounge area with kitchen for member use. The rest of the False Creek District is open water frequently navigated by boats of various sizes.

*Existing*



*Affordable Housing - Minimum*

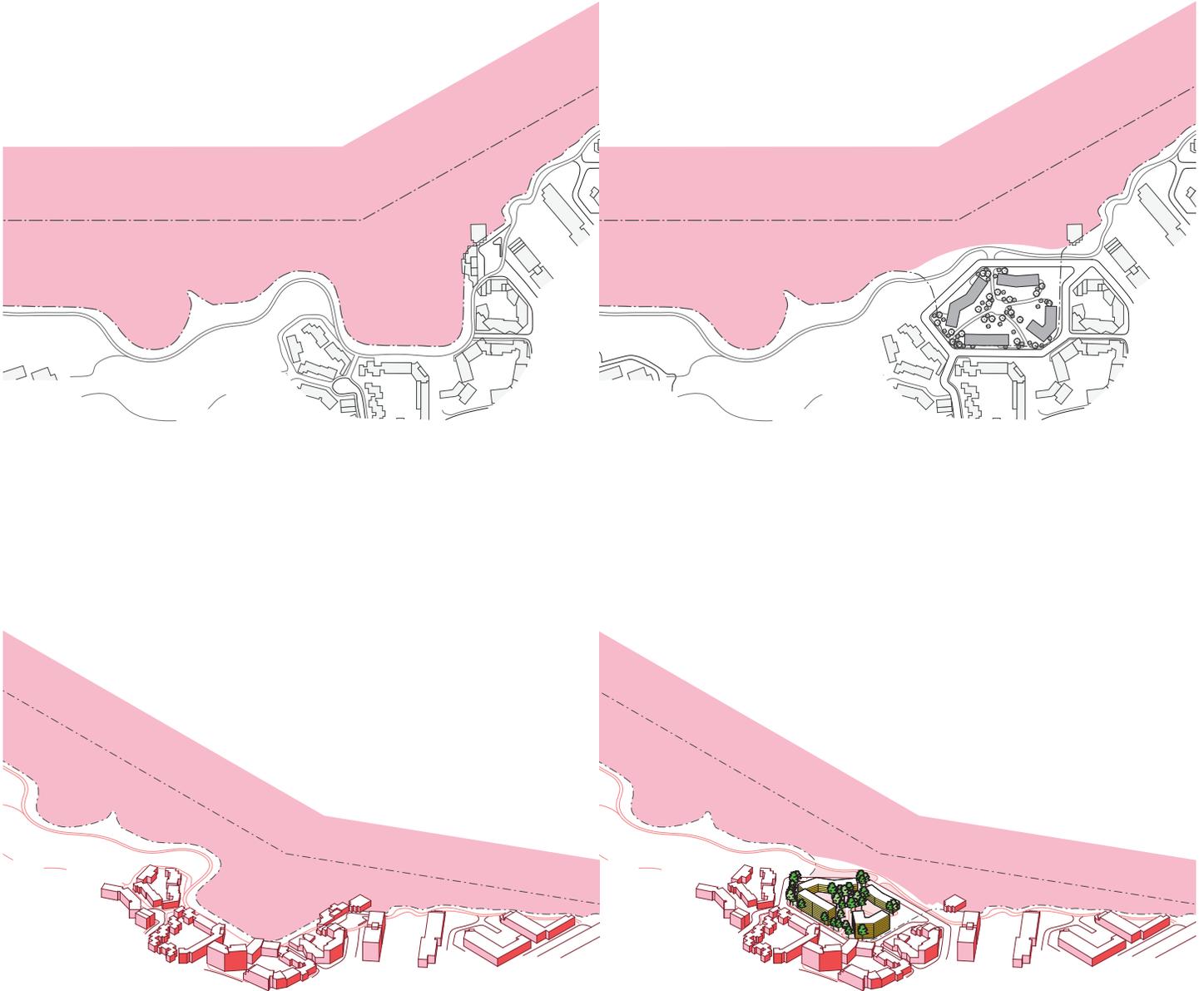
No plan was designed for this proposal for this district because the existing fabric was thought to already reflect the goals of this position.

+0 Housing Units

*Affordable Housing - Maximum*

A portion of False Creek was infilled to allow for four new buildings of affordable housing. The buildings surround a central courtyard, referencing the existing enclaves throughout the community. Additionally, the buildings increase in height as they step back from the water.

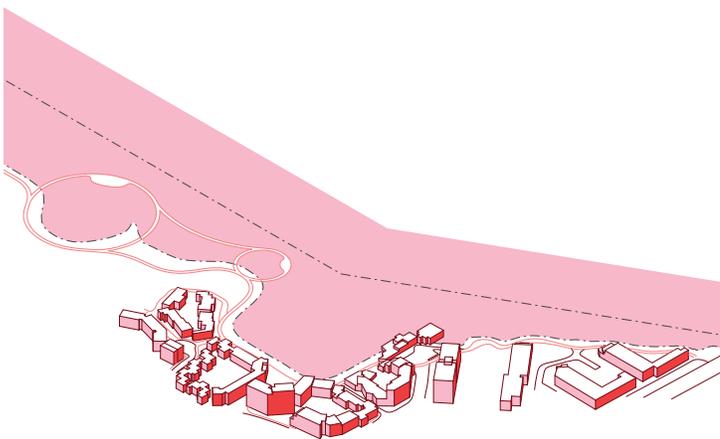
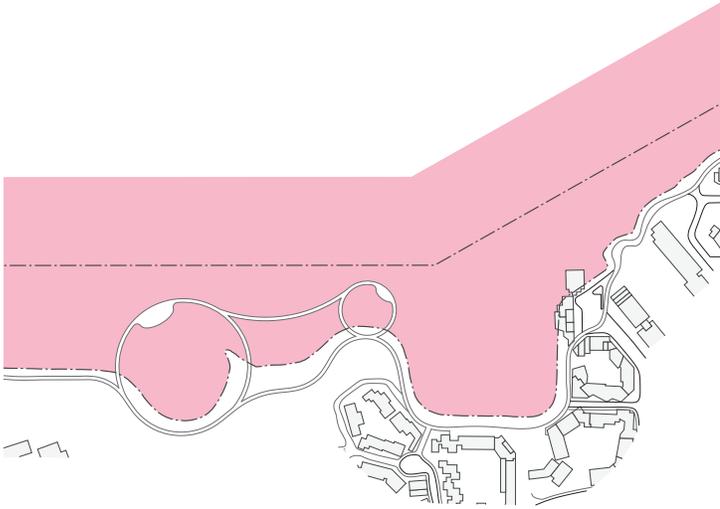
+249 Housing Units



### *Open Civic Space*

The seawall path breaks off in two places to form circles with lookout points on each.

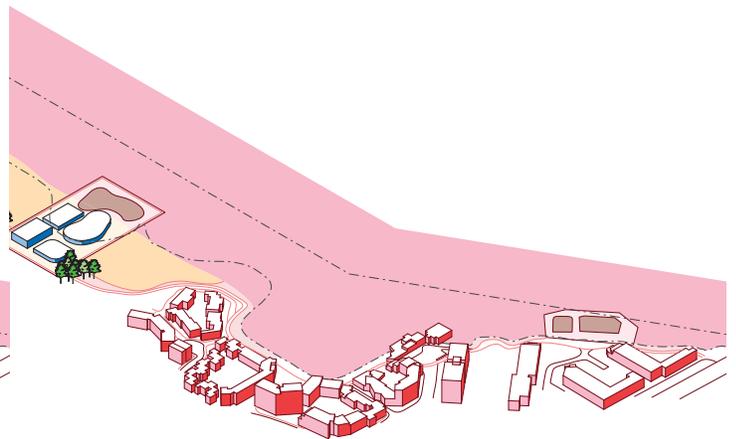
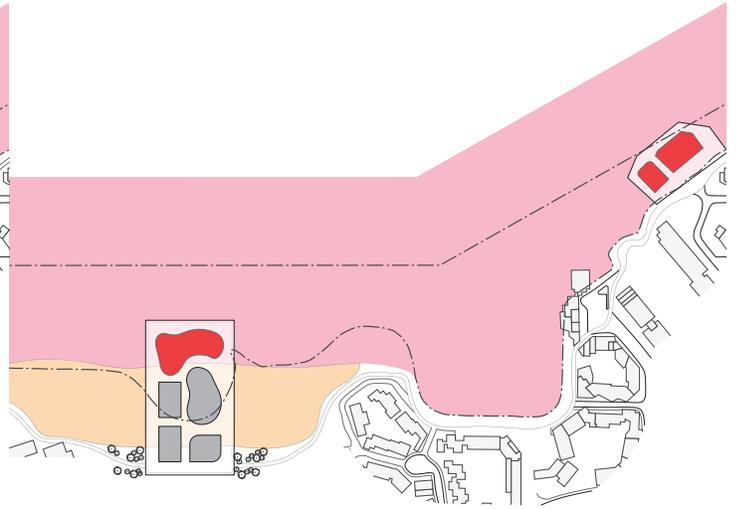
+2 Lookout Points



### *Civic Building*

A pier was created in Charleson Park with several public amenity buildings positioned on it. Surrounding the pier, the waters edge was transformed into a beach. At the north end of the pier and to the east of the district public baths were added. All of these moves would force the City of Vancouver to improve the quality of water in False Creek.

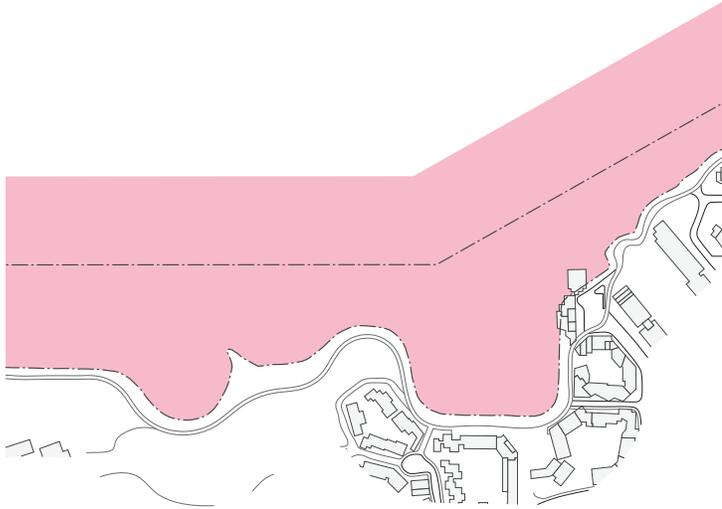
+4,984m<sup>2</sup> Gross Floor Area  
+2 Public Baths  
+Beach Area



*Rezone and Sell - Minimum*

No plan was designed for this proposal for this district because the existing fabric was thought to already reflect the goals of this position.

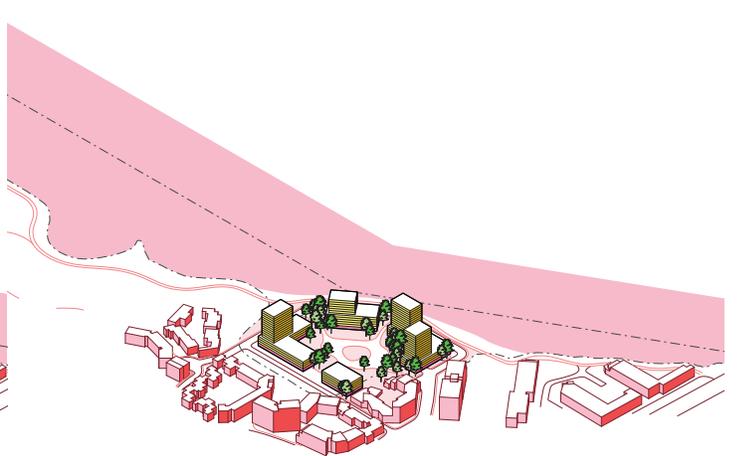
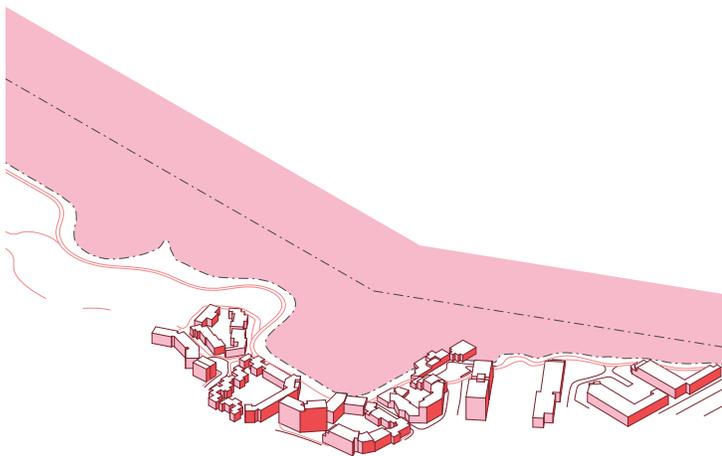
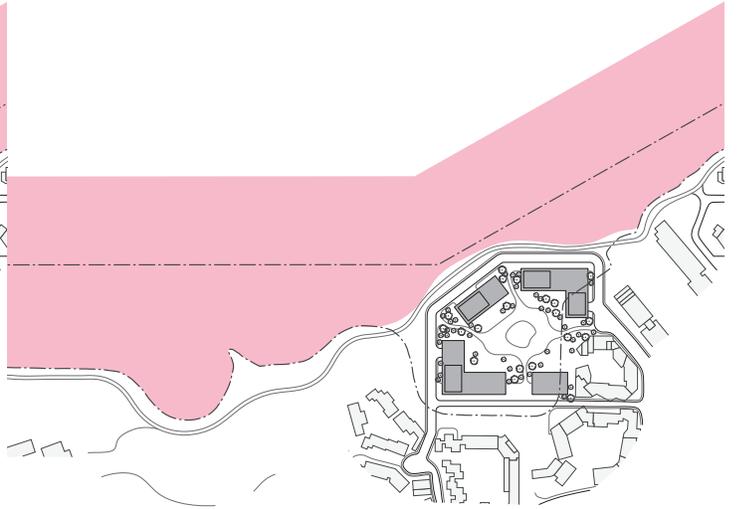
+0 Housing Units



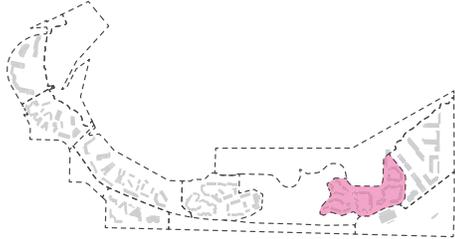
*Rezone and Sell - Maximum*

A portion of False Creek was infilled to allow for four new buildings with high densities. The buildings surround a central courtyard, referencing the existing enclaves throughout the community. Commercial use is at grade of all the buildings. The south edge of the new development would be adjacent to the existing Leg in Boot Square and must enhance this area.

+535 Housing Units

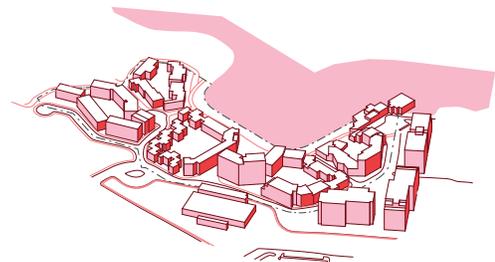
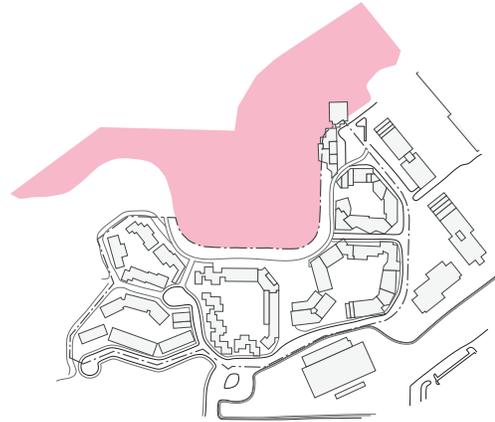


## MOBERLY //



Moberly is roughly half apartments and half rowhouses with a similar character to Sitka. Two restaurants are also located at the northeast corner of the district, along the water's edge. The district contains Leg-In-Boot Square which is a small open plaza that is fronted by commercial and retail uses. However, most of these businesses do not promote an active space and thus Leg-In-Boot square is quiet and underused.

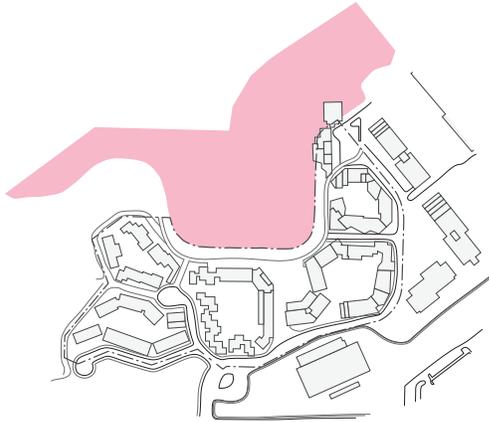
*Existing*



*Affordable Housing - Minimum*

No plan was designed for this proposal for this district because the existing fabric was thought to already reflect the goals of this position.

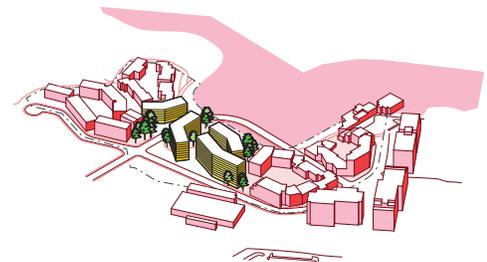
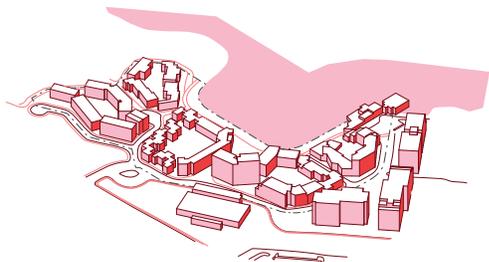
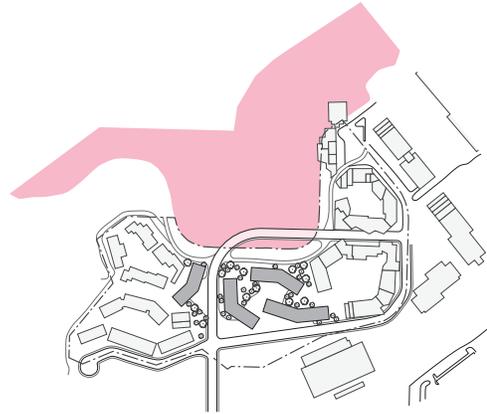
+0 Housing Units



*Affordable Housing - Maximum*

Four buildings of affordable housing replace a couple of existing buildings and the underused Leg in Boot Square. Additionally, Bucketwheel Road extends over the water to connect with Millyard Road to help increase connectivity throughout the site.

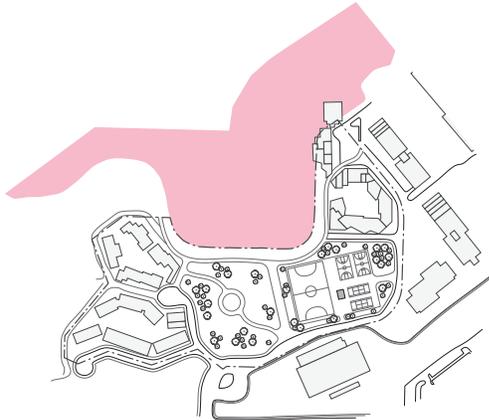
+163 Housing Units



### *Open Civic Space*

Several buildings are removed and replaced with public amenity space, including a soccer field, two basketball courts, and two tennis courts. This could make up for lost open space elsewhere, such as Charleston Park.

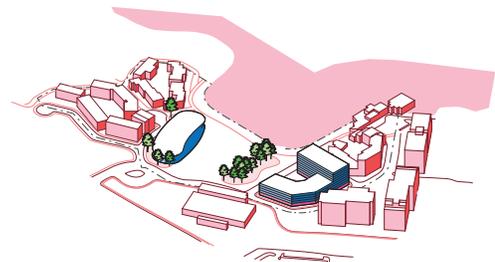
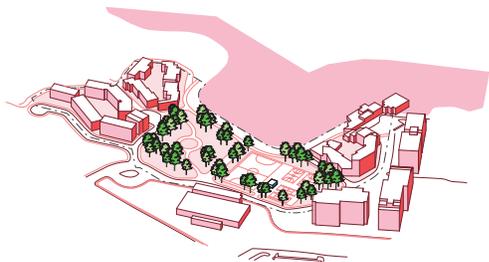
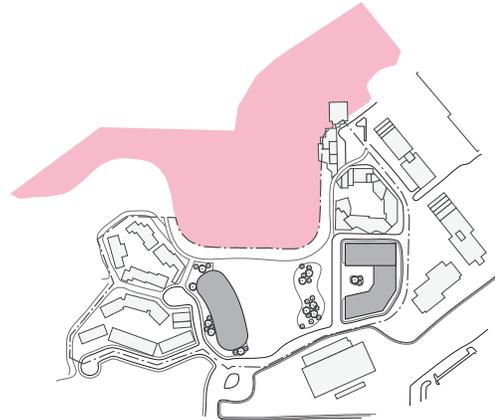
+5 Sport Courts



### *Civic Building*

Several residential buildings are removed and replaced with civic buildings and an open plaza. The building to the east of the district is intended to be workshop spaces that could be used by city residents. The building to the west could function as a number of different civic programs.

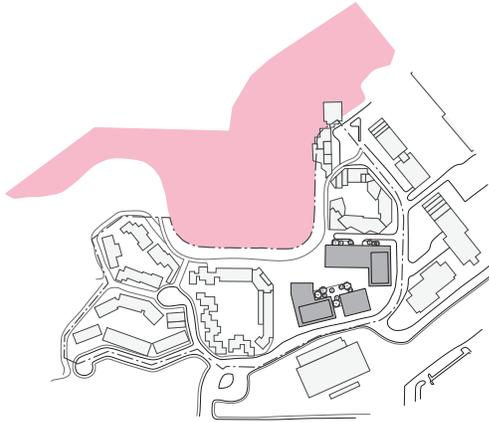
+28,826m<sup>2</sup> Gross Floor Area



### *Rezone and Sell - Minimum*

Density was added to the east of the site while still being thoughtful of the existing buildings. The tallest tower is 18-storeys with commercial at grade and the buildings step down in height as they move towards the water.

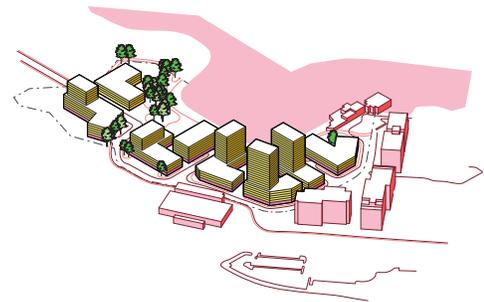
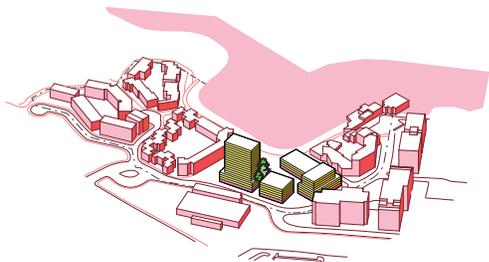
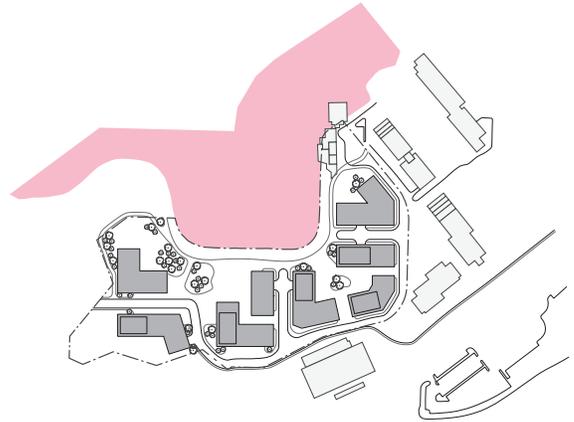
+22 Housing Units



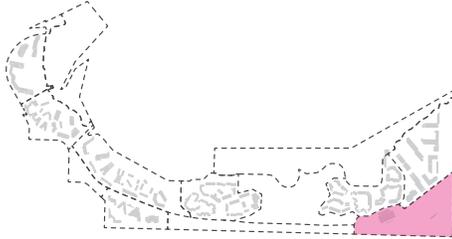
### *Rezone and Sell - Maximum*

Millyard Road is extended to the west edge of the district and would ideally continue through Charleson Park, increasing connection from the east portion of False Creek South to the west. All buildings except one have commercial at grade, creating a significant influx of new use to the area which would help create a more active streetscape.

+445 Housing Units

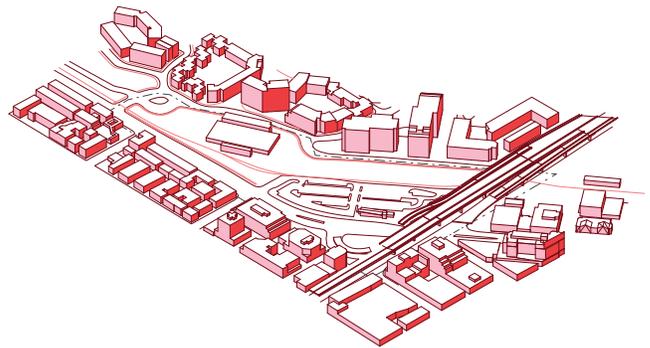
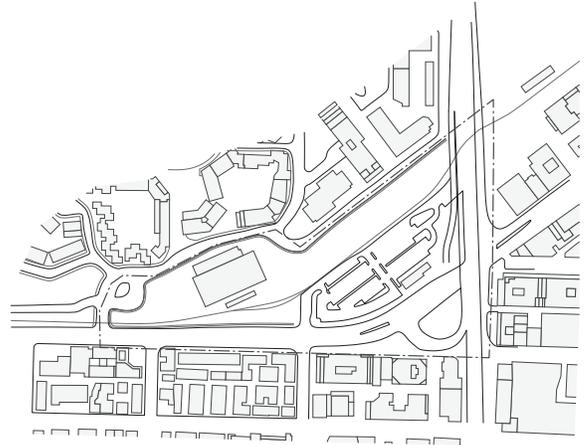


## OLYMPIC STATION //



The Olympic Station district sits at the most southeast part of the subject site, fronting 6th Avenue. On the site is the Olympic Village Station which is the only rapid transit station within False Creek South. The station is part of the Canada Line which provides service from the downtown peninsula to the Vancouver International Airport. Olympic Station District is the most suitable district for development as it is almost entirely vacant and contains a rapid transit station.

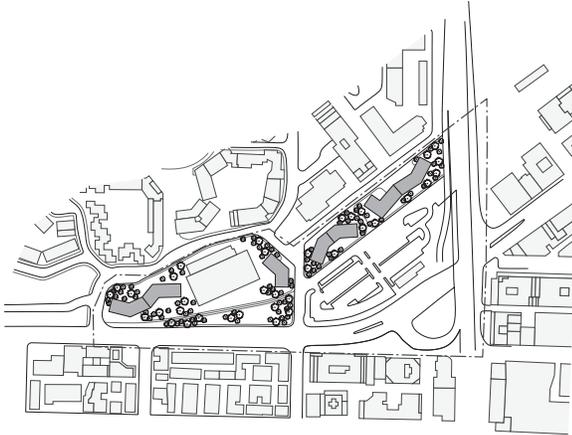
*Existing*



### *Affordable Housing - Minimum*

The north edge of the district is filled with Affordable Housing buildings that are at an appropriate scale in relation to the existing fabric. The parking lot and area around the Olympic Station remains largely untouched.

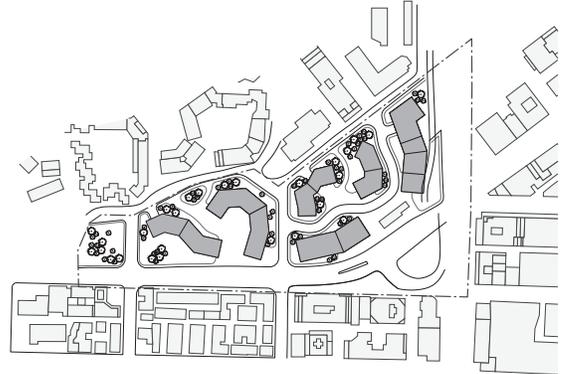
+278 Housing Units



### *Affordable Housing - Maximum*

Olympic Station district is completely reconfigured, removing the existing parking lot surrounding the station. Two new street connections to False Creek South run through mid-rise affordable housing buildings. There is commercial at the base of the buildings immediately adjacent to the station.

+673 Housing Units



### *Open Civic Space*

Just west of the station is intended to be used as a farmer's market which would draw residents from all the surrounding neighbourhoods to False Creek South, North of the station is an urban playground with undulating surfaces.

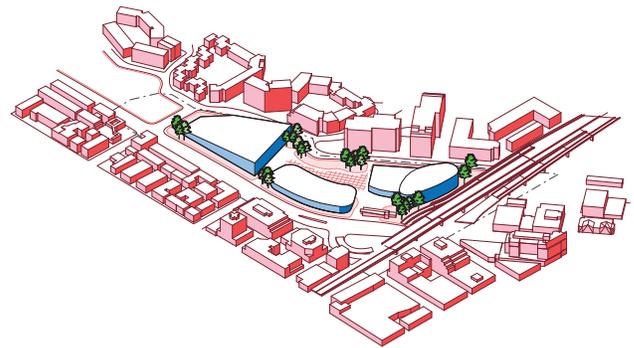
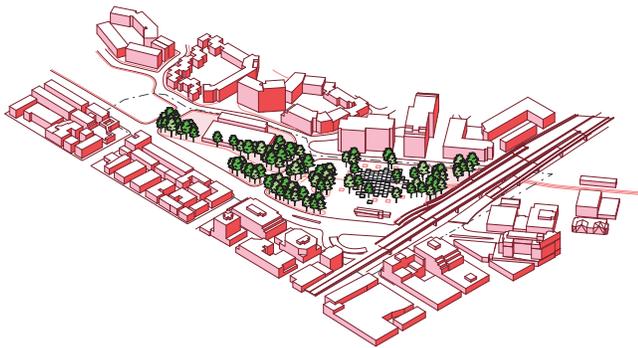
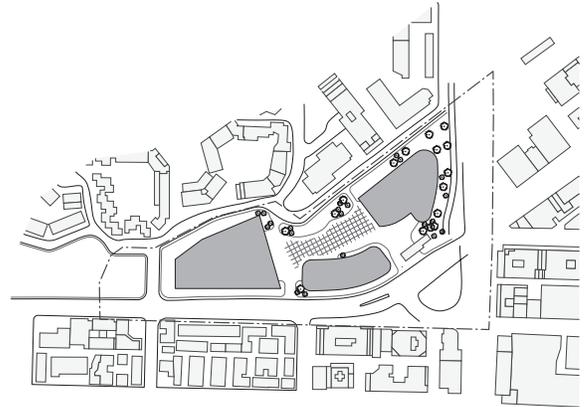
+Farmer's Market Area



### *Civic Building*

Three large civic buildings surround the station. From west to east, a museum, community centre, and sports facility, would bring a significant amount of people to False Creek South. Commercial uses would be able to survive in adjacent districts due to the influx of people. A farmer's market could also be set up in the plaza between the buildings.

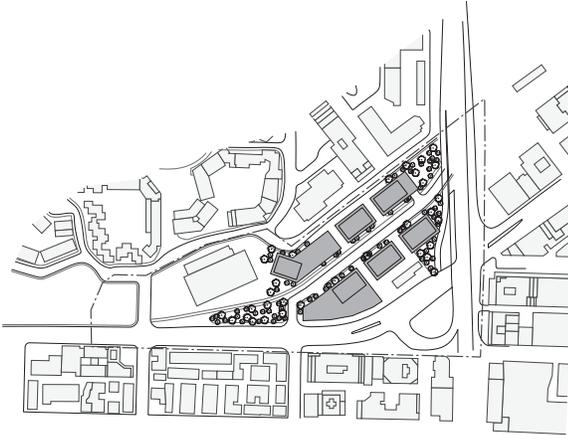
+30,032m<sup>2</sup> Gross Floor Area



### *Rezone and Sell - Minimum*

The area immediately surrounding the station has mixed-use buildings added on a new active frontage street. Height is kept to the west buildings to fit within the City of Vancouver view cone restrictions. The tallest tower is 30-storeys and all buildings have commercial at grade.

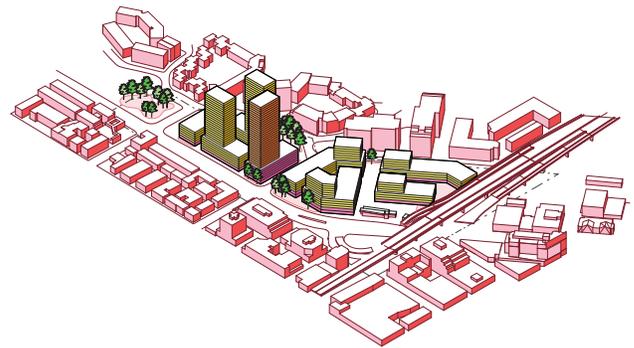
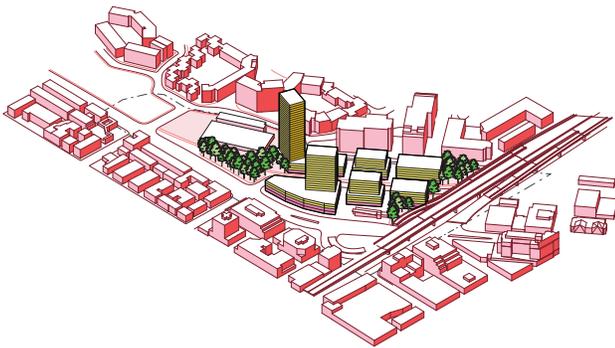
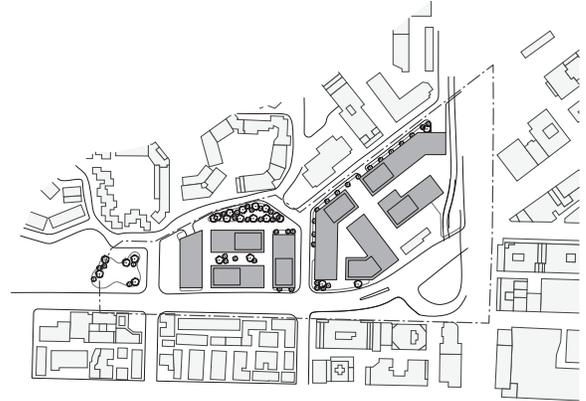
+722 Housing Units



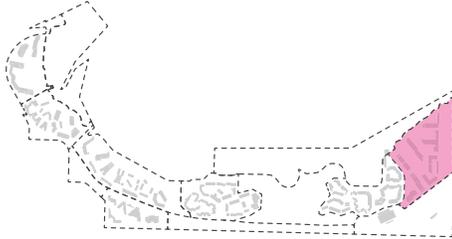
### *Rezone and Sell - Maximum*

Olympic Station district has been completely developed to high density. Height is kept to the west buildings to fit within the City of Vancouver view cone restrictions. The tallest tower is 34-storeys and has commercial in the podium and offices above. All other buildings are residential above commercial. Additionally, two new connections are made to the site from West 6<sup>th</sup> Avenue.

+1,006 Housing Units  
+15,960m<sup>2</sup> GFA Office Space

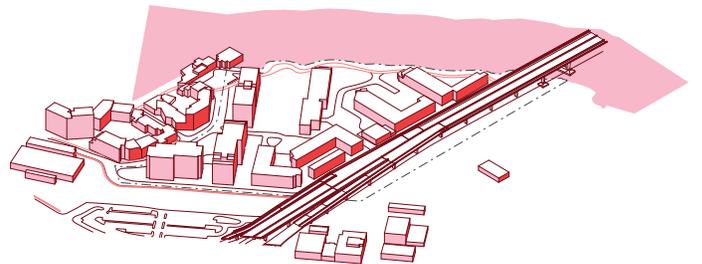
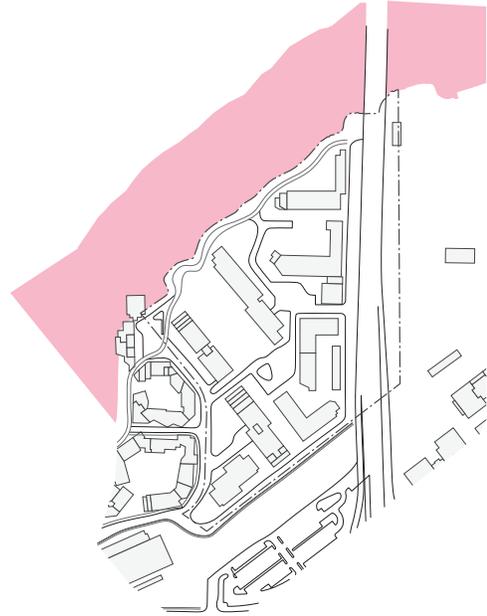


## CAMBIE //



The Cambie district is located just west of the Cambie Bridge, stretching from the False Creek waterfront to the edge of Olympic Station. This is the only district to be made up entirely of privately owned land which makes it difficult to be developed cohesively with the rest of the site. Currently, the Cambie district has 9 apartment buildings ranging from 3 to 10 storeys. The district connects under the Cambie Bridge to the soon to be developed Southeast False Creek neighbourhood.

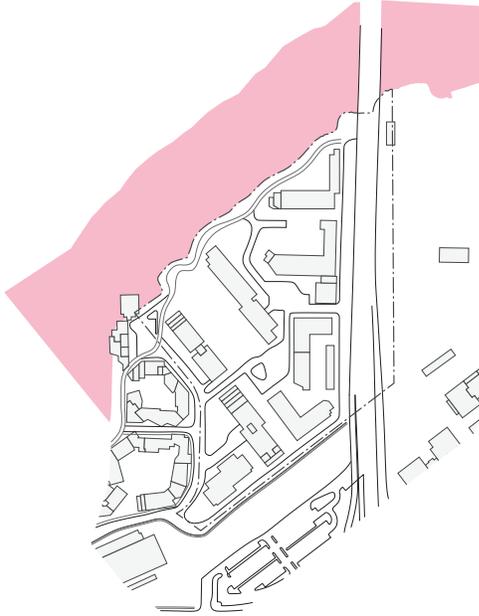
*Existing*



### *Affordable Housing - Minimum*

No plan was designed for this proposal for this district because the existing fabric was thought to already reflect the goals of this position.

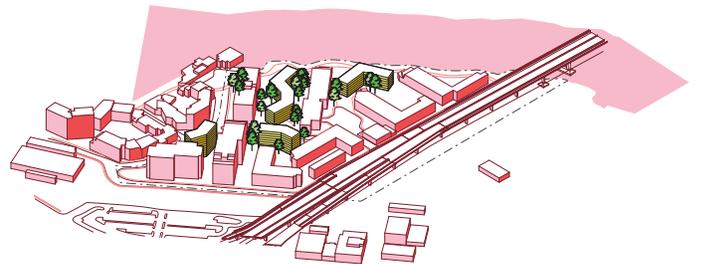
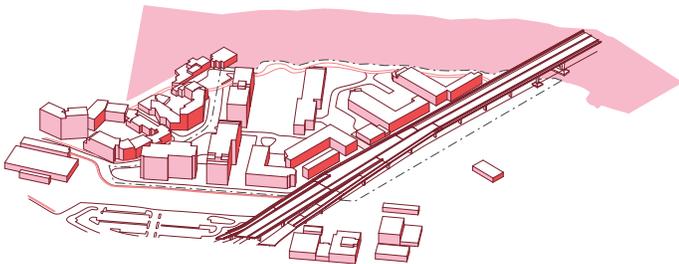
+0 Housing Units



### *Affordable Housing - Maximum*

Affordable Housing buildings fill in the gaps between the existing fabric in the Cambie district. The building heights are similar to the surrounding context.

+288 Housing Units



### *Open Civic Space*

Three buildings are removed to allow for open space, namely a soccer field, two basketball courts, and two tennis courts. This could make up for open space lost to additional density elsewhere, such as Charleson Park. However, it is unlikely for this scenario to ever occur as the entirety of the Cambie district is privately owned.

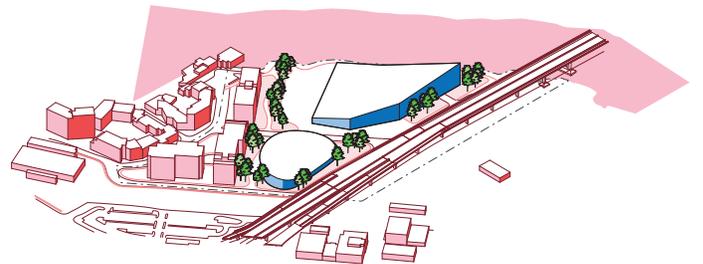
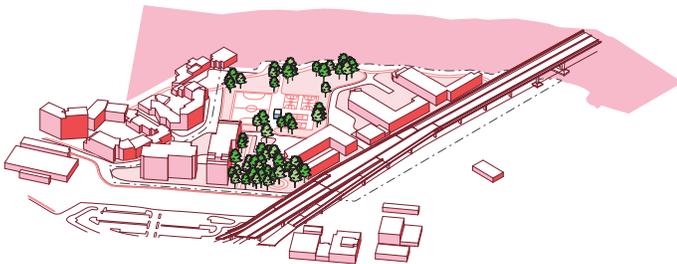
+5 Sport Courts



### *Civic Building*

Two large civic buildings take the place of residential buildings adjacent to the Cambie Bridge. The north building is intended to be a museum that could be highly visible from across False Creek. Additionally, the east-west road is simplified.

+43,319m<sup>2</sup> Gross Floor Area



### *Rezoned and Sell - Minimum*

The north edge of the district is replaced with residential buildings with additional density while being cognisant of the Vancouver view cone restrictions. The height of the buildings ranges from four to 20-storeys, stepping up in height as they move back from the waters edge. The road network has also been updated to improve efficiency.

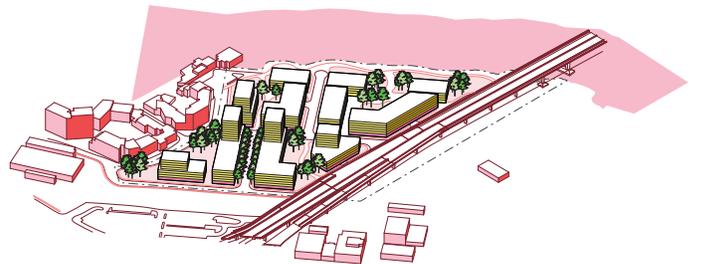
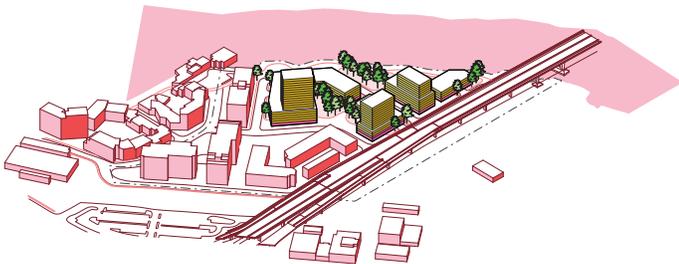
+397 Housing Units



### *Rezoned and Sell - Maximum*

Density has been accommodated over the entire district with two towers along a central axis. The road network has been completely realigned to allow for easier navigation through the site. All buildings except for the three, four-storey residential buildings along the north edge, have commercial at grade.

+271 Housing Units



## FINAL MODEL //

The final model included 3D prints of all 91 district designs. These 91 designs fit into a corresponding board with the site of False Creek South recessed into it. As with the previous installations, the final board was meant to be very interactive, allowing community members to be given immediate feedback based on their ideas. This proved very useful when the thesis was presented to community members in May of 2018.

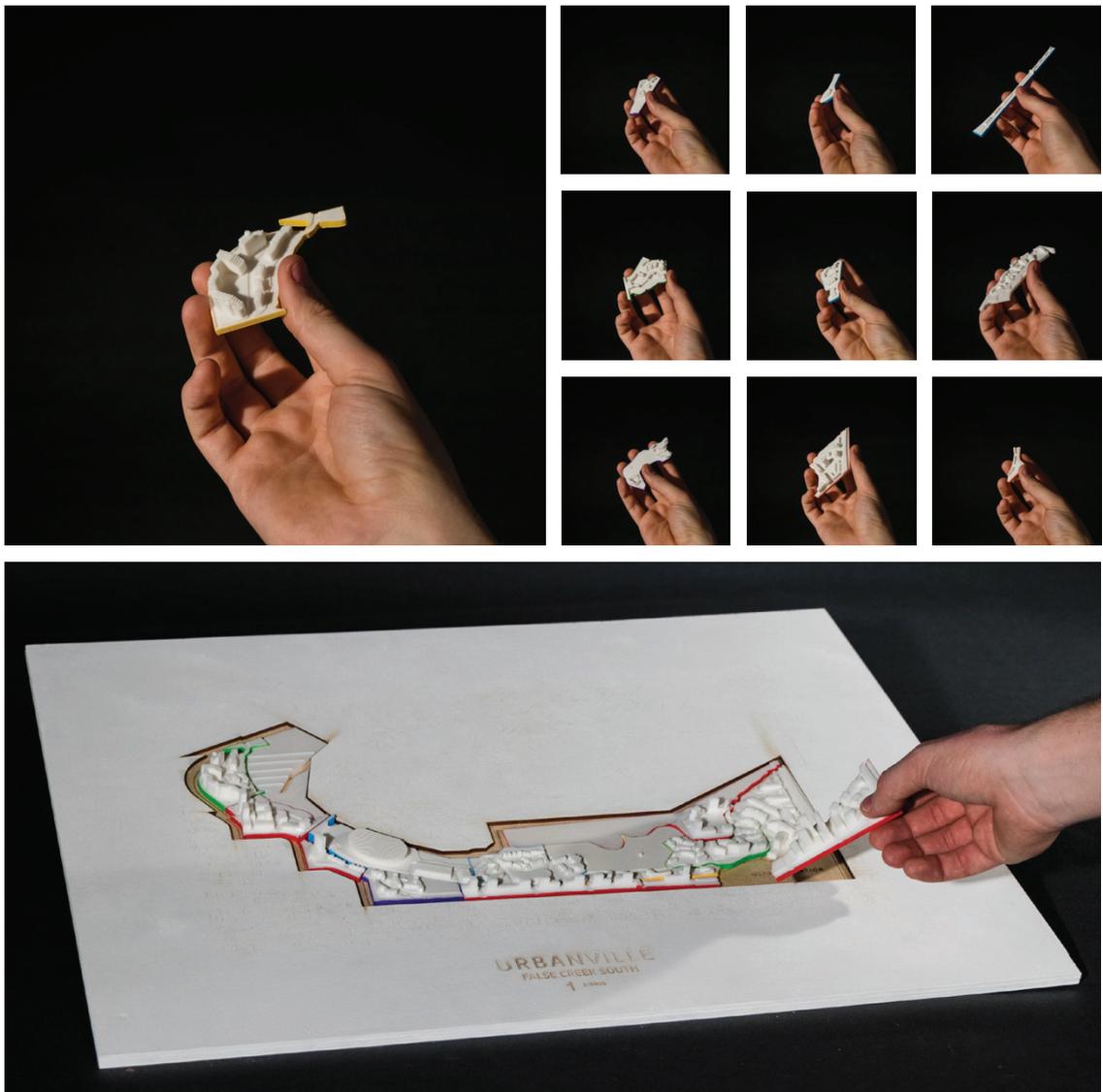


Fig. 228: Urbanville: FCS 1:5,000 Model

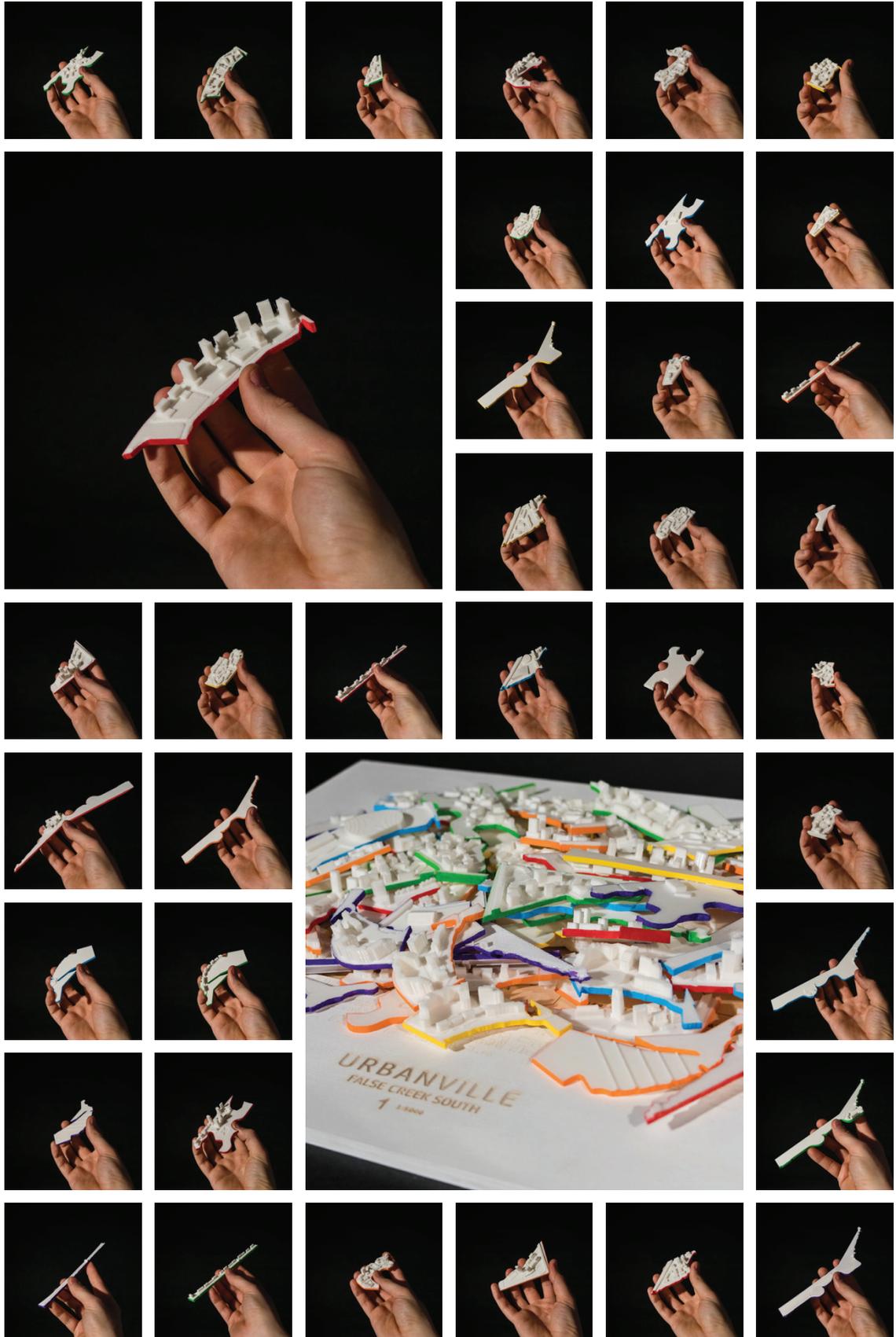


Fig. 229: Urbanville: FCS 1:5,000 Model



*Fig. 230, 231, 232: Community Presentaion,  
Vancouver, May 3<sup>rd</sup>, 2018*

## CONCLUSION //

This topic for this thesis grew out of concerns with the way contemporary urban design is undertaken and, in particular, the emphasis placed on the masterplan. Having worked at a leading urban design/planning firm, I was able to observe the way in which many projects are handled. Clients frequently commission a masterplan with little input from stakeholders such as residents or nearby businesses. Designed to address the short-term aspirations of the client, such plans are frequently unable to adapt to the ever-changing physical, social, and economic context.

As an approach to urban design, *Urbanville* addresses the need for greater flexibility and more effective community engagement in the master planning process. It provides stakeholders with immediate visual feedback on a range of alternatives. Urban planners frequently use text and statistics to describe proposed development projects. Residents with little planning or design experience can find this difficult to interpret. And while architects are able to translate data and targets into built form (often in the form of a masterplan), these visualizations are often presented to the community as a done deal. Intentionally or not, many masterplans suggest a single possible outcome for a community in transition. By contrast, the 91 permutations comprising *Urbanville:FCS* take into consideration the aspirations of a range of stakeholders, recognize differences in the existing fabric (depending on the location of parcels within the site and in relation to each other), and take account of the dynamic political, economic, and

social context in which communities evolve. At no point in the *Urbanville* process is a single outcome anticipated. Rather, it deploys a solution set where multiple permutations and combinations can be used to respond and react to a larger – and evolving -- set of goals, targets, and possibilities.

While people may be disappointed with the *Urbanville* process to the extent that it is elusive and somewhat indeterminate, this is precisely the point. It provides communities like False Creek South with a plethora of redevelopment options – a range of approaches to its transformation. More importantly, it emphasizes the need to approach redevelopment in an incremental fashion.

Interactive installations were used throughout the thesis to engage the community and solicit feedback. Knowing that *Urbanville:FCS* would be presented in person to stakeholders in Vancouver, it was important to use analog strategies such as cards and models. The opportunity was there multiple times throughout the project to transition to digital parametricism however the decision was made to continue producing very analog representations. Indeed the 91 model pieces were thoroughly used both by participants at the thesis defence and at the community presentation in Vancouver.

The next step in *Urbanville:FCS* would be to further refine each of the

proposals for the thirteen parcels under consideration. While an enormous amount of time and consideration went into the design of each of the 91 options, there was simply not enough time to get into any detail. And while, from a community participation and engagement perspective, the analog components worked well, the process would benefit from a dynamic (digital) display that kept track of various metrics as different options were placed into or swapped out of the model. For example, if one placed a “Rezone and Sell” piece into the one of the parcels, the screen would dynamically compute how many new housing units were added, how much new retail space was added, change in overall density, number of units, UPH, PPH, GFA, FSI, amount of open spaces, leasable retail area, etc. Immediate access to such data would enable stakeholders to better assess the implications of a given set of decisions in relation to larger goals for the community.

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