

**COAL HARBOUR
OFFICIAL DEVELOPMENT PLAN**

(Adopted by By-law No. 6754, November 6, 1990)

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Coal Harbour Official Development Plan

Section 1 Background

1.1 Application

This Official Development Plan (ODP) is the overall guide to development in that part of the City of Vancouver described as Coal Harbour, which is within the boundary shown on Figure 1. The ODP will guide the preparation of the zoning by-laws, housing programs, community facilities agreements, servicing designs and agreements, and all other instruments which implement it. It does not by itself confer any rights to develop.

1.2 Intent

The intent of this ODP is to provide a framework for the creation of a mixed-use neighbourhood which focuses on residential and public waterfront access opportunities. It is intended that the buildings, open spaces, circulation patterns, and land uses be designed and planned to complement and take advantage of the setting on the water with a northern aspect, the adjacency to downtown, and the close proximity to Stanley Park. It is further intended that Coal Harbour be well integrated with the rest of the city.

The ODP provides a framework within which the general planning goals are expanded into more descriptive policies. The concerns and objectives of property owners, interested groups and individual members of the public have been taken into account in the preparation of these policies through an extensive public participation process.

In order to provide effective guidance for the long-term development of Coal Harbour, the ODP should be reviewed from time to time to ensure that it accurately reflects prevailing public objectives and change in the city.

1.3 Approvals Process

This ODP has been prepared under the authority set out in the Vancouver Charter. Approval of this ODP and any subsequent amendments requires a public hearing in accordance with the provisions set out in the Vancouver Charter.

This ODP is subject to the interpretation of City Council.

No actions may be taken contrary to this ODP. In particular, all the instruments which implement the ODP must conform to the ODP.

While this ODP provides the framework for the development of Coal Harbour, development will be permitted as outlined below.

- **Interim uses** will be regulated by a zoning district schedule which permits uses of short term duration.
- **Long-term uses** will be regulated by zoning by-laws prepared for sub-areas within the ODP boundaries. These zoning by-laws will incrementally replace the interim use zoning. Concurrently with the adoption of the sub-area zonings, design guidelines, forms of development, subdivision plans, park designs, streets and other public realm designs, servicing agreements, agreements related to public facilities, and other instruments necessary to achieve the long-term development of a sub-area in accordance with the ODP will be required to be approved by the City. This process will include continuing public consultation.

- **Individual developments** will require development permits in accordance with normal procedures as set out in the Zoning and Development By-law.

1.4 Definitions

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

Boatshed means a covered, floating structure fixed in position on the water, that may be totally enclosed or open on the sides, and is used for the storage and protection of boats.

Convention and Exhibition Centre means a facility that serves the convention, meeting, exhibition and event markets, that provides assembly areas for those purposes, and that accommodates the exchange of information, the display of products or services, and, as a function of such displays, the sale or rental of products or services.

Core-need Household means a renter household -- Downtown older singles, seniors, disabled and family with children households -- who must pay 30 percent or more of their gross income on shelter, including utilities, for an average market rental unit in the community, adequate and suitable to their basic needs.

Cut means the removal or excavation of permanent material or fixed decking or piers that cover or reduce the extent of water area, so as to provide additional usable or open water area adjacent to the existing shoreline.

Fill means any permanent material deposited in the water area or permanent fixed decking attached to the shore that covers or reduces the extent of usable or open water area, but excluding narrow floating docks intended for pedestrian access purposes or marine-related uses.

Floating Home means a floating building or marine vessel used principally for residential purposes, that relies heavily on shore-based facilities, and is not primarily intended for navigation.

Live-aboard means a marine vessel used primarily for navigation and only incidentally for residential purposes, and that is not heavily dependent on shore-based facilities.

Live/work use means the combined use of premises for a residential unit and general office use in conjunction with one another, provided that any development permit for such premises must be based on such combined uses.

Section 2 Planning Principles

2.1 Policies for Coal Harbour

Overall City policies affecting the development of Coal Harbour are contained in the publication: **Coal Harbour Policy Statement** approved by City Council on February 6, 1990 and as amended on March 29, 1990. Development within Coal Harbour should respect these policies, as they may be amended from time to time by City Council.

2.2 Organizing Principles for the Development of Coal Harbour

Within the framework of the policies approved by City Council, seven major organizing principles are to specifically guide the development of Coal Harbour. These are the major concepts which deal with the overall patterns of development, the quality of neighbourhoods, and the special opportunities of the location. They are set out below.

2.2.1 Maintain the Sense of a Diverse Urban Waterfront

The Coal Harbour water basin is a unique geographical feature in the centre of the city. It has historical significance as one of the original maritime centres of the city and continues to be an important focus for a variety of marine activities. Proposed development should enhance the present setting through consideration of the following:

- (a) The proposed development should allow for the continuance of existing active marine uses that are compatible with other public objectives and access to the waterfront, and enhance them where possible;
- (b) Locations of major public open spaces should be along the water's edge;
- (c) Configuration of the shoreline should enhance the opportunities for small-boat moorage where such moorage is practical given conditions of the water;
- (d) Views to the water should capitalize on activity areas to allow for public viewing of the working harbour;
- (e) Treatment of the water's edge should allow for easy access by all members of the public, in an attractive and interesting way, while preserving the viability of the edge for the existing marine uses;
- (f) Sun access to the seawalk and open spaces should be maximized to encourage usage and activity; and
- (g) Adequate vehicular access and parking to serve waterfront uses should be secured.

2.2.2 Build on the Setting

The unique characteristics of this setting should be used as a basis for development. In particular, the following characteristics should be addressed:

- (a) The site's long, narrow configuration close to the water's edge should be exploited;
- (b) The site's northerly aspect with respect to sun orientation and shadowing impacts from development to the south should be considered;
- (c) The site's major northerly mountain and water view opportunities should be respected and exploited;
- (d) Linkages between the water and the land visually, physically, and functionally should continue and be enhanced where possible;
- (e) The close walking distance to employment, cultural, and entertainment opportunities of downtown should be exploited;
- (f) The history of the place should be recognized by retaining a sense of the natural escarpment edge and those waterfront uses contributing to a special character;
- (g) Views of and from the adjacent CBD and West End should be respected to the extent reasonably possible;
- (h) The activity, views, and linkages to Stanley Park and Canada Harbour Place should be respected and enhanced where possible; and
- (i) The character of the adjacent commercial core should be reflected in the configuration, scale and materials of new development in the commercial eastern end of the site.

2.2.3 Integrate with the City

Coal Harbour should not be a self-contained new town in the city, but an integral part of downtown Vancouver. To integrate well with the city, the following should be addressed:

- (a) Key elements of the street grid should be extended as streets, pedestrian routes, or vistas;
- (b) The built form, block, and land use patterns of the nearby areas should be extended or logically completed
- (c) The development should acknowledge and respect the existing neighbourhood so that the neighbouring buildings and plazas are visually and physically integrated into the development plan;

- (d) The waterfront walkway system should be continuous along the Coal Harbour waterfront and include clear linkages to the downtown core and Stanley Park;
- (e) Strong visual and physical connections through the area from the downtown core to the shoreline through the public open space system should be established;
- (f) Land uses (particularly non-residential uses), built form, and circulation patterns should encourage non-residents to visit the area and move through its various sub-areas, but should discourage through commuter traffic;
- (g) Views should be respected and created by development;
- (h) Full accessibility to all buildings and facilities should be possible by all people, including the young, old, and disabled; and
- (i) A gradual transition from the downtown to the water's edge should be provided.

2.2.4 Use Streets as an Organizing Device

A pattern of streets with sidewalks along which buildings are constructed, should be used as a primary ordering device. Such a pattern will accommodate incremental development, provide flexibility, and integrate with the nearby development. To achieve this principle, the following should be addressed:

- (a) Building lots and block patterns should be formed by streets;
- (b) Buildings should be oriented to streets. Street edge definition should be provided by buildings, located along or close to the property line, and landscaping, thereby providing ample, hospitable streetscapes;
- (c) A sense of "street address" should be created by locating primary entrances to buildings from streets;
- (d) Pedestrian circulation should emphasize the ground level and only be grade-separated in limited circumstances;
- (e) Streets should be conceived as attractive public places; and
- (f) Building elements on development parcels should respect the pattern and details of street design so as to reinforce the design of the public realm.

2.2.5 Create Distinctive and Lively Public Places

Open spaces, including streets, parks, plazas, and walkways should be planned and designed to be memorable and lively. The following considerations apply:

- (a) Multiple functions should be accommodated, especially with regard to compatible land and water activities
- (b) The change in elevation from the downtown to the water's edge should be used to create a sense of place and strong identity;
- (c) Overlooks from nearby buildings should occur;
- (d) Public realm treatments should reduce the impacts of traffic while facilitating its efficient movement;
- (e) Spaces should be consciously and positively designed, not left over as remnants of building arrangements;
- (f) The public realm should be designed to be comfortable;
- (g) Places should have recognizable identity that is suitable to a downtown urban setting;
- (h) Large spaces and long streets should be articulated into sub-areas that are scaled to be comfortable and manageable for people on foot;
- (i) Opportunities to plan and design vistas and focal points should be explored; and
- (j) Opportunities to create unique attractions should be pursued.

2.2.6 Create Neighbourhoods

Along with the street and block patterns, the creation of neighbourhoods should be a basis for organizing the area’s development. The following should be considered:

- (a) Neighbourhoods should have distinct identities and defined edges, to give a sense of belonging to a smaller group and to separate neighbourhoods of different land-use;
- (b) A diversity of people should be accommodated in each neighbourhood;
- (c) Public and private areas should be well defined;
- (d) Neighbourhood gathering and activity places should be provided, including the necessary community facilities;
- (e) Streets should be comfortable for use by pedestrians so as to foster social contacts among neighbours; and
- (f) A sense of history, time, and incremental growth and change should be encouraged to reduce an instant community project feeling.

2.2.7 Plan For All Age Groups and Incomes

To achieve robust neighbourhoods which have flexibility to accommodate all residents and to achieve the City objective of accommodating families with children, planning and designing for the needs of children and seniors should be emphasized. The following should be considered:

- (a) Safety and security needs should be met without sanitizing the environment;
- (b) Parks, school, day care, and other community facilities needs should be provided;
- (c) Public settings for socializing should be accommodated; and
- (d) Accommodation suitable for all age groups and income levels should be provided.

Section 3 Overall Patterns

3.1 Shoreline

Limited fill, excavation or both will be necessary to improve the existing shoreline. Shoreline improvements will be necessary, including seawall construction, in order to provide for public access, to respond to the urban character of the area and views from the water, to recognize fish habitat requirements, to provide recreational opportunities and to meet safety and health objectives.

The existing shoreline and minor cut and fill in relation to this existing shoreline which may occur are illustrated in Figure 2.

3.1.1 Fill

- (a) Except for refinements in the shape of the shoreline, additional fill will be discouraged at the portion of the Coal Harbour waterbody west of Jervis Street to Cardero Street, opposite Deadman’s Island, where it begins to be constricted and where small boat moorage is best suited. If there is additional fill, it should be considered primarily at the eastern portion of the Coal Harbour waterbody where it widens into Burrard Inlet;
- (b) The fill should provide a needed public benefit such as open space, improvements to tidal flushing, improvements to the safety, visual appearance and usability of the shoreline, or the provision of port facilities;
- (c) The reduction in usable water area for small boat moorage in the westerly part of the site between Jervis and Cardero Streets within the Harbour Headline resulting from additional fill should not exceed approximately 10 percent; and
- (d) Compensation arrangements to mitigate fill impacts on fish habitat areas which have been approved by the Federal Department of Fisheries and Oceans shall be required.

The total land site area for development purposes including existing land and new area created by fill under the criteria in sub-section 3.1.1 (b), and except as qualified below, shall not exceed fifty percent of the total site area, or 16.6 hectares. The balance of the site should be water. Any increase in development site area created by additional fill above this limit shall only be approved if it provides an acceptable amount of public open space above the standard park and open space requirements, a site or sites for public amenity use or if it is compensated by a contribution to the cost of a public amenity, or a combination of all these public benefits.

3.1.2 Shoreline Configuration

- (a) The shoreline should reflect the character of the water and land uses adjacent to it. It should be varied with a diversity of character at the western and eastern ends, and more simplicity and formality at the centre.
- (b) The seawall treatment should be of a high quality standard that relates to its urban context. It should also be visually attractive from land and water viewpoints, meet health concerns, accommodate fish habitat requirements, minimize on-going maintenance costs, and be structurally stable.
- (c) The shoreline elevation should be set at a level that allows for the possibility of a limited increase in sea level.
- (d) The shoreline treatment and design should allow for opportunities for recreational water activities.

Prior to enactment of any zoning which permits the development of a sub-area adjacent to the shoreline, an overall general plan for the full shoreline shall be approved by the City.

Construction by the property owner of contiguous portions of the shoreline to the final standard shall occur prior to use or occupancy of the first long-term building to be constructed in the adjacent development area. The developer will be obligated to construct the shoreline and walkway in phases which will be specified for the range of sub-area rezoning phasing possibilities.

3.2 Uses

The major objective of this ODP is to encourage redevelopment from a sparsely populated commercial and industrial area into a high quality, mixed-use environment emphasizing residential use.

To ensure all-day activity and a lively, vibrant environment, residential, public-oriented commercial, convention and exhibition centre, and office commercial uses should be integrated into the waterfront activities and environment.

Incompatible rail and rail-ferry facilities should be relocated prior to the development of the easterly residential and commercial areas, but may stay as an interim use during Phase 1 development.

Other interim uses could include new temporary facilities which are compatible with future uses (e.g. marinas, surface parking areas).

Light industrial uses of a maritime nature that rely on their location at the water's edge and are compatible with adjacent residential and commercial uses are encouraged to remain as part of a mixed-use neighbourhood

Land and water uses shall be generally as illustrated in Figures 3 and 6. Sub-area zonings will more specifically delineate uses within each area.

3.2.1 Residential

Coal Harbour should be developed as a predominantly residential area to achieve regional and City objectives and to recognize the special amenity of the area as a place to live. Several residential areas as illustrated in Figures 4A and 4B shall be developed. In addition to dwelling uses, to provide for the needs of residents, other complementary uses and live/work uses may also be permitted in these residential areas.

The basic residential allowance permitted shall not exceed a maximum of 2097 dwelling units, having a total floor area up to a maximum of 222,939 square metres. Above this basic residential allowance, as an incentive for the construction of market rental units not exceeding a net unit size of 70 square metres, a further allowance for these kinds of units, totalling up to 0.24 net floor space ratio, may be permitted. The maximum total floor area for these market rental units shall not exceed 13 905 square metres. The maximum number of base dwelling units and total floor areas which may be permitted within each area shall be as illustrated in Figures 4A and 4B.

The maximum number of units in live/work use encompassing both residential and non-residential uses shall be 202 units, and the total maximum floor area shall be 26 354 square metres.

Both the unit counts and floor areas permitted above are subject to satisfactory resolution of:

- (a) livability for various household types and
- (b) compatibility with adjacent development

as determined prior to the enactment of each sub-area zoning.

The maximum number of dwelling units and maximum floor area which may be permitted **within each area** may be increased by up to 10 percent provided that the **total number** of units and floor area are not increased and subject to satisfactory resolution of (a) and (b), above.

Twenty-five percent of the total number of the basic residential allowance of dwelling units shall be suitable for families with small children, as defined in **Guidelines for High Density Housing for Families with Children** adopted by City Council May 30, 1989, and as amended from time to time.

Twenty-one and sixty-one one hundreds percent (21.61%) of the total number of the basic residential allowance of dwelling units shall be made available for affordable housing with a priority on social housing or housing for core-need households, with fifty percent of the affordable units to be suitable for families with small children. The affordable units shall be integrated into each residential area. Council may also permit affordable housing programs or initiatives to include subsidized and market rental units or subsidized and market co-operative units.

The mix of dwelling unit types within each sub-area shall be generally as illustrated in Figure 4A with flexibility to vary from this mix by 5 percent subject to the approval of Council when considering a sub-area zoning providing that the overall mix of dwelling units remains the same.

Temporary modular housing is permitted, subject to Section 11 of the Zoning and Development By-law. Temporary modular housing is not subject to any of the use or design provisions of this ODP.

3.2.2 Office

Offices should be limited to sites which meet the following criteria:

- (a) enhance the success, livability, ease of face-to-face contacts, and attractiveness of the central business district;
- (b) facilitate access to the water's edge and to views for those working downtown;
- (c) have good transit access;

- (d) be contiguous to a desirable office area; and
- (e) except for locally-oriented offices and offices located in a building containing units in live/work use, not be in an area with a high desirability for future housing.

These sites are located between Thurlow Street and Burrard Street, and to a limited extent adjacent to Cardero Street, and along Pender Street from Cardero to Nicola Street. In the office area between Burrard and Thurlow Streets, cultural and institutional uses, live/work uses and limited retail and service uses shall be permitted. Also, subject to livability analysis at the sub-area zoning stage and within the overall floor area and dwelling unit count limitations contained in Section 3.2.1, and within the total net FSR limitations noted below, residential uses may be permitted.

Giving consideration to the densities permitted in nearby commercial areas, the following amounts of office use may be permitted, generally distributed as shown on Figure 5. Overall development densities, between Burrard and Thurlow Streets, shall not exceed 4.0 FSR net on sites adjacent to the water's edge.

The amount of locally-oriented office use at the westerly end of the site west of Jervis Street shall not exceed 2 570 square metres. At the easterly end of the site between Thurlow and Burrard Streets, the amount of office use shall not exceed 139 500 square metres.

In addition, offices may be permitted in mixed-use and retail/service areas. Offices existing as of November 6, 1990 along the 1500 block of the north side of Pender Street are permitted.

3.2.3 Hotel

Hotels shall be permitted in the commercial precinct between Burrard and Thurlow Streets as illustrated on Figure 3. The size and configuration of hotels shall be determined at the sub-area zoning stage.

Where the amount of hotel development exceeds 37 000 square metres, any increase shall only be permitted if the office amount limit stated in Section 3.2.2 for the block between Burrard and Thurlow Streets is correspondingly decreased. In no case, however, shall the total amount of hotel and office development within the commercial precinct between Burrard and Thurlow Streets exceed a total of 176 500 square metres.

3.2.4 Retail/Service Uses

Retail uses shall be permitted to serve the needs of the projected population and provide specialized shopping opportunities associated with other public-oriented uses. These uses should link, reinforce, and extend, where appropriate, existing street-related retail patterns. Retail uses should be oriented to and located along the westerly marina waterfront area and the easterly mixed-use commercial development. Retail uses should not be of an amount or in locations which would unduly compete with or preclude the revitalization of retail areas established prior to November 6, 1990. In addition to retail and service, other uses, including residential entries, may be permitted at grade within retail/service areas provided that they rely on walk-in trade or direct pedestrian access in the conduct of their operation and provide visual interest to passersby. Retail uses along the water's edge of the westerly marina area should be marine-oriented.

To accomplish the above objectives, the maximum total amount of retail and service uses shall not exceed 16 178 square metres, but this amount may be increased to 20 843 square metres if a convention and exhibition centre is developed at Burrard Landing, of which a maximum amount of 6 678 square metres of locally-oriented retail space shall be located in the westerly neighbourhood, west of Jervis Street. This local retail is required at grade and should be primarily oriented to Cardero Street and along the marina walkway to Jervis Street or located in a building containing units in live/work use.

Retail and service uses are required and may be permitted generally as illustrated on Figure 5 and shall be located primarily at grade.

3.2.5 Port and Water Uses

A diversity of water uses in Coal Harbour should be maintained and is encouraged and the interrelationships should be strengthened between these uses and other downtown and port activities

Furthermore, the retention of some of the small-scale marine uses that exist in the Coal Harbour area that give special character to the waterfront is encouraged.

Approximately 1 898 square metres of space for marine repair and servicing facilities shall be provided at the westerly part of the site related to the marina development.

Boatsheds (except those required for temporary use by marine repair businesses, or which are considered essential for Vancouver Police Marine Squad operations) and floating offices are not allowed, and shall be phased out within a maximum 3 year period from the enactment date of each sub-area zoning within which they are situated.

While floating homes and liveaboards are generally discouraged, a limited number of these structures and/or vessels may be allowed subject to meeting design, locational and other criteria as the City may decide, to achieve other public waterfront objectives, with the total amount to be decided at the sub-area zoning stage and the number of floating homes not to exceed 10 percent of the total marina berths.

Up to 200 liveaboards shall be allowed in marinas, subject to their meeting the sub-area zoning plan, City servicing requirements and having no net additional impact on the population and community facilities. Additionally, parking needs shall be resolved at the sub-area zoning stage.

Marinas may be permitted in the areas illustrated on Figure 6. The shape, size, and use of these marinas, and the precise number of berths and of liveaboards and other floating structures shall be determined at the sub-area zoning stage, having regard to the following principles:

- all marina berths should have sewage pump-out connections and meet other City servicing requirements;
- some uses ancillary to marinas, such as repair facilities and parking, should be accommodated at unobtrusive locations;
- some space within marinas should be reserved for visitors;
- marinas should be of a size, number and location to: maintain street-end views and key long views across the water; not overcrowd the water, especially the central basin; and, minimize on-shore disruption;
- marinas should not disrupt pedestrian continuity;
- services, such as parking and loading, should be located to be functional and convenient to marina users; and
- opportunities for public boat launching by hand should be achieved.

Public access shall be provided within marinas on the site, except for those areas required for boat security.

To accommodate required Police Department (Marine Squad) facilities to serve the Coal Harbour waterfront, the property owner shall provide a water lot lease at no cost to the City to accommodate two vessel berths having a minimum area of 150 square metres. Ancillary office space having a total area of at least 100 square metres shall be developed and made available at market rents in close proximity, integrated with on-shore commercial development.

A marine terminal and berths to accommodate charter boats, visitor moorage facilities, and seaplanes shall be developed at the easterly end of the water area as shown on Figure 6. The details of this facility--including number of berths, size and location of access docks, seaplane terminal operation and capacity--shall be determined at the sub-area zoning stage.

3.2.6 Cultural, Recreational, and Institutional Uses

It is intended that cultural, recreational, and institutional uses be incorporated throughout the area, where they best serve the projected population and complement adjacent land uses. While there are no limits prescribed for these uses, provisions shall be made for the following facilities:

- one full elementary school facility of at least 2 320 square metres of floor area, including a regulation school gymnasium of approximately 380 square metres;
- one community centre facility having a potential total area of at least 1 800 square metres, subject to the provisions described below;
- four day care facilities having a combined indoor area of at least between 1 750 and 1 900 square metres and a combined minimum outdoor area of at least between 1 850 and 2 200 square metres, depending upon location, configuration, and meeting Community Care Facilities Licensing requirements; and
- one multi-purpose room to accommodate shared family place, out of school care programs and a public health centre, having a minimum floor area of at least 210 square metres and meeting Community Care Facilities Licensing requirements.

These facilities shall be located generally as illustrated on Figure 3.

The property owner shall provide a site for the school and the required parking, and fully finished and furnished spaces for a 750 square metres portion of the community centre facility, and the other facilities listed above, all at no cost to the City or the School Board. All facilities shall include their required parking.

With regard to the community centre provision, the City shall have the right to develop a larger facility, above the amount stated above that is required of the property owner, or to develop a facility on an off-site location in order to best serve the needs of the overall Coal Harbour neighbourhood. The additional cost of the facility above the property owner's share noted above shall be the City's. If an off-site location is preferred by the City, then the property owner shall provide a payment to the City equal to the value of the amount of facility that would otherwise be required on site.

The location and other details of the community centre facility shall be determined at the sub-area zoning stage for the Phase 2 residential development.

A payment for community library needs of the development shall be made to the City by the property owner in an amount to be determined by the City, based on the average per capita operating cost of library services in the city at the time of the agreement. This payment will be required at the Phase 1 sub-area zoning stage, and shall be used at the discretion of the City to upgrade facilities either in the local West End area or the Main Branch.

The area required for these facilities shall be excluded from any floor area and site coverage limitations. Additional cultural, recreational, and institutional facilities including locally-oriented churches may be permitted on any site if felt appropriate in terms of basic provisions and impacts on surrounding areas, and also may be excluded up to maximums to be determined with each sub-area zoning.

A major public institutional facility shall be developed and integrated within the Commercial Precinct between Burrard and Thurlow Streets at the easterly end of the site. This facility should

accommodate a use(s) which will satisfy City cultural and recreational objectives and provide a public attraction and focus of interest on the waterfront.

Prior to the commercial precinct zoning stage, a public process shall determine the preferred public institutional use(s) that should be integrated with the commercial area development. The developer shall be responsible for providing a portion of the costs to develop the facility concept and organization when required and in an amount set by the City and shall also be responsible for providing a site for this facility at no cost to the City and a portion of the cost of this facility, with the amount of the developer's share and other cost-sharing to be decided at the sub-area zoning stage. A site for the major public institutional facility shall be required to be provided prior to or simultaneously with the occupancy of the first major building in the commercial development precinct.

3.2.7 Parks and Public Open Space

It is intended that parks be distributed throughout the area as a focus of each neighbourhood. The size, location, and configuration shall meet the needs of residents and workers, provide attractions for visitors and take full advantage of the waterfront environment.

The use, design, materials, and construction specifications of each park shall be determined by the Park Board in consultation with the Director of Planning, Superintendent of Schools, and the City Engineer at the sub-area zoning stage. Land devoted to parks is to be useable for park and community purposes. Slopes between adjacent development parcels and parks that are required to meet park grades shall generally occur on the development parcels.

Neighbourhood parks should preferably be located at natural grade, but could be associated with private or public parking structures because of the new base surface proposed for the site. The land on which the park and any supporting structures are constructed shall be dedicated to the City. Parks with structures within them shall be able to accommodate all landscaping and other features normally included in a park.

At least 6.48 hectares of public open space and parks shall be provided, of which 4.19 hectares shall be dedicated for neighbourhood parks. These parks and open space provisions shall be located as illustrated on Figure 7. In addition, a continuous waterfront walk having a minimum width of 7.6 metres shall be provided as illustrated on Figure 9C. Adjacent to the walkway, buildings shall be set back a minimum of 7.6 metres from this walkway, and this area shall be appropriately landscaped and treated so as to enhance the walkway. A minor variation may be permitted to the required setback to achieve public interest or urban design objectives.

The property owner shall provide the sites and full development of neighbourhood parks at no cost to the City.

3.2.8 Provision and Phasing of Parks and Community Facilities

Parks, the community centre, the community components of the school, and child care facilities shall be completed and conveyed to the satisfaction of the City and school sites shall be made available to the School Board generally in accordance with the phasing as illustrated in Figure 8. Specific sites for cultural, institutional, and other community facilities shall be allocated at the sub-area zoning stage. Agreements securing the provision and construction of parks and community facilities will be required prior to the enactment of sub-area zonings.

A temporary waterfront walkway accessible to the public shall be constructed and maintained by the developer along or as close to the water's edge as is considered safe for the public in regard to rail and industrial operations, with the width and location of the walkway to be to the City's satisfaction. This walkway shall extend between Burrard Street and Cardero Street, as a condition

of enactment of the first sub-area zoning. After rail removal, the section of the temporary walkway generally to the east of Jervis Street located away from the shoreline shall be relocated adjacent to the water's edge, as a condition of enactment of the next sub-area zoning.

3.2.9 Convention and Exhibition Centre

The commercial precinct between Burrard and Thurlow Streets may include a convention and exhibition centre. If the convention and exhibition centre is constructed, the full floor area of other uses permitted in the relevant sub-area of that precinct shall be reallocated to accommodate this use and related commercial uses, not including office or hotel. An additional maximum of 23 225 square metres of floor area may also be permitted to accommodate an exhibition hall as an integral part of a convention and exhibition centre. The use shall be integrated to provide a transition between the urban environment of the adjacent downtown and the adjoining amenities of the waterfront, port and water uses, Harbour Green Park and a major public institutional facility (arts complex).

3.3 Movement

A variety of means of moving through the area including streets, walkways, bicycle routes, and transit shall be provided. Bus routes shall be jointly determined by the City and B.C. Transit as ridership is generated by completed developments. Passenger ferries along the Coal Harbour waterfront shall also be considered.

Movement facilities, routes and patterns of dedicated rights-of-way and improvements shall be integrated with the adjacent city development.

A right-of-way for a public transit system linking activity centres throughout the Downtown core shall be reserved through the Coal Harbour area. The right-of-way shall allow for a variety of transit modes. A lower level street system as far as Thurlow Street shall be provided to meet port and commercial area servicing needs. A lower level driveway arrangement shall be considered to service the escarpment properties no more westerly than Bute Street. Ramp connections between these upper and lower level systems shall be integrated with the surrounding environment and be as unobtrusive as possible.

A lower level street system as far as Thurlow shall be provided to meet port and commercial area servicing needs. A lower level driveway arrangement shall be considered to service the escarpment properties no more westerly than Bute Street. Ramp connections between these upper and lower level systems shall be integrated with the surrounding environment and be as unobtrusive as possible.

These facilities shall be adequate to serve the needs of the population and be generally as illustrated on Figures 9A, 9B and 9C. Streets, walkways, and bicycle routes shall be designed, constructed, and conveyed by the owner. Agreements securing the design, construction, and conveyance of these facilities will be required prior to the enactment of the first sub-area zoning. The developer will be obligated to construct the streets and utilities in phases which will be specified for the range of sub-area rezoning phasing possibilities.

Prior to processing a sub-area zoning and application for the Coal Harbour development site, a comprehensive traffic and transit study shall be completed to determine the impact of the Coal Harbour development on new and existing streets and transit systems, and the traffic situation in this area shall be regularly monitored with a report back to Council at least prior to each sub-area zoning stage.

3.4 Parking and Loading

Parking and loading shall be adequate to serve all uses. Visitor parking shall be provided and clearly identified. Parking and loading requirements will be determined with each sub-area zoning.

3.5 Views

The development of Coal Harbour shall preserve views and maximize potential views of the city’s natural setting and unique features contributing to its special identity, as follows:

Public Street End Views:

All northerly corridor views along existing Downtown north-south streets to the water and mountains shall be maintained. Minor intrusions into the Burrard and Thurlow Street-end view corridors shall be permitted for floating marine vessel berths, and for minor building and landscape elements providing public amenity.

A minimum 5 degree view angle from each side of the extension of existing downtown streets shall be taken from the following positions, which vary according to the street location along the waterfront:

- Burrard Street: from the south side of Cordova Street extension at the intersection with an extension of the Burrard street property line of the property north of the Cordova Street extension;
- Burrard, Thurlow and Bute Streets; from the south side of the Cordova Street extension;
- Jervis Street – for buildings above 10.7 m in height; from the north side of the Hastings Street extension at the corner cut-off junction points; for buildings up to 10.7 m in height, from the south side of the Cordova Street extension;
- Broughton and Nicola Streets; from the south side of the Hastings Street extension;
- Cardero Street; from a point midway between the north side of Georgia Street and the north side of the waterfront loop road alignment east of Cardero Street.

The new base surface and street grades should be contoured to maximize preservation of views downward to the water from north-south streets.

Public Open Space Views:

New opportunities should be provided in new development to view waterfront activities, Stanley Park and/or the North Shore mountains wherever possible. In particular, views from existing public places such as Portal Park should be protected. Some panoramic views should be maintained to at least 45 degrees.

The development should preserve major view corridors towards Stanley Park. The development should preserve reasonable northerly and Stanley Park views from all existing buildings and publicly accessible plazas.

Landmark Views:

New development should respect views to important landmarks, such as the Marine Building and Canada Place ‘sails’.

Private Views:

The new private views created for the on-site development should also allow for preservation of some private views from existing and likely future development south of the site.

The minimum extent of public views to be protected and created is illustrated on Figure 10A. Other public open space and landmark views that will be confirmed at the sub-area zoning stage are illustrated on Figure 10B. Additional public and private views may be required as a result of sub-area zoning analysis to meet the above intents.

3.6 Building Height

No building shall exceed 100 metres in height, except as noted below, and except roof projections may be permitted above this height, provided that they do not contain habitable space and are designed as capping elements complementary to the design of the building. Heights shall be varied and sculpted to respond to public open spaces and to enhance the sense of the water basin. Generally, buildings shall step back from the shoreline, with the higher buildings located at the easterly end of the area, and lower buildings at the westerly edge. In the Harbour Green residential precinct (area 2) the maximum building height may be increased by up to 10 percent and in the Burrard Landing mixed-use hotel/commercial precinct (area 3) the maximum building height may be increased up to 137 m if, in both cases, improvements to the criteria noted below can be demonstrated.

Building heights shall be measured from new adjacent street grades, if specified in the CD-1 By-law, or the new base surface, such surface configured to ensure gradual transitions from the downtown grade to the waterfront edge.

The heights for lower level commercial office buildings between Thurlow and Burrard Streets should relate to the heights and cornice lines of adjacent older buildings, and shall in no case exceed a maximum height of 30 metres or 6 storeys, whichever is less.

Building heights for specific locations will be determined in each sub-area zoning, having regard to the Illustrative Plans described in Section 6 and:

- (a) public and private views, including views created by the development form;
- (b) shadowing of public and private open spaces and streets;
- (c) privacy;
- (d) effects on the scale and character of open spaces; and
- (e) form relationships to nearby buildings.

3.7 Building Orientation

Buildings with heights greater than 35 metres shall be oriented in regard to adjacent street grids and water's edge configuration, as follows:

- (a) Cardero to Jervis - buildings to have same orientation as established street grid extending into the site from the downtown;
- (b) Jervis to Thurlow - buildings to respond to the curvilinear configuration of the shoreline and park; and
- (c) Thurlow to Burrard - buildings to generally respond to the adjacent or downtown street grids.

The form of residential towers shall be point towers, not slabs, configured in such a way as to emphasize their sense of slenderness. The maximum floorplate of residential towers above any base element should be about 570 square metres. The form of office towers may be more sculptural with larger floorplates, but their sense of bulkiness shall be reduced as height increases, and their tops given special configuration by shaping or terracing.

3.8 Size of Development

The apparent size of development segments should relate to that of the nearby downtown portion of the city. This may be achieved by creating parcel sizes similar to those nearby and/or by the individualized massing, architectural character and detailing of buildings within larger parcels.

3.9 Development Relationships to Public Realm

Buildings and semi-public and semi-private open spaces should be designed and detailed to complement the design of the public realm. Aspects to consider include, but are not limited to, paving, lighting, planting, driveway crossings, pedestrian entrances and walks, seating, display windows, weather protection, garbage storage, and loading facilities.

3.10 Public Realm Design Concepts

In addition to park designs and the normally required streets designs, special public realm designs shall be prepared for the following areas concurrently with the related sub-area zonings:

- (a) the waterfront walkway and seawall;
- (b) the major gathering space on the waterfront at the foot of Thurlow Street;
- (c) the public plazas associated with the commercial, hotel and live/work precinct east of Thurlow Street;
- (d) the major mixed-use pier structure and public amenity space at the foot of Burrard/Thurlow Streets; and
- (e) the downtown escarpment edge and interface with existing downtown development along Cordova, Hastings and Pender Streets.

Additional designs may be required as determined at the sub-area zoning stage.

3.11 Public Art

Provisions are to be made for public art in both private and public development, the specifics of which are to be addressed at the sub-area zoning stage.

3.12 Recycling

Provisions for recycling and refuse containers, for both residential and commercial developments, shall be included within zoning by-laws prepared for each sub-area.

3.13 Energy Conservation

Provisions for the conservation of energy, including site planning and building design considerations, shall be incorporated in each sub-area plan.

3.14 Saltwater Pumping System

Saltwater pumping facilities shall be required for earthquake preparedness to serve Coal Harbour and adjacent land. The developer will be responsible for one-half of the cost of up to two saltwater pumping stations. An agreement detailing such matters as cost-sharing and scheduling will be required prior to enactment of any zoning by-law.

3.15 Environment

Health and safety aspects of the soils on the development site shall be resolved to the City's satisfaction before any sub-area zoning allowing interim or permanent development is approved.

A comprehensive soils remediation plan for the entire site shall be required at the first sub-area zoning stage, that has been approved by the provincial Ministry of Environment.

Noise attenuation and special acoustics treatment to meet CMHC standards shall be required for residential and community uses, particularly those situated near permanent seaplane operations, interim industrial uses (e.g. railyards, boat repair, seaplanes) and heavily-used vehicular traffic areas. A noise attenuation plan shall be required at each sub-area zoning stage.

Efforts should be made to improve the general water quality of Coal Harbour adjacent to the development site. A water quality impact assessment shall be required for each sub-area zoning stage.

Section 4 Interim Uses

The development of Coal Harbour is expected to occur over many years. Interim uses are appropriate having regard to the planning policies approved by City Council.

Section 5 Sub-areas

As outlined in Section 1.3, the long term development of Coal Harbour shall be implemented by sub-areas zonings, legal agreements and related development controls.

The sub-areas are illustrated in Figure 11. Following are general descriptions of each sub-area.

5.1 Area 1 - The Marina Quay Neighbourhood

The historical “working” waterfront activities of the westerly marina area shall be the focus of this primarily residential neighbourhood. The water uses will include an approximate 350 berth marina, a limited amount of marine-oriented service industry, a limited number of liveaboards, and marina-related offices. Opportunities for recreational water activities, including facilities for small boat storage and boat launching by hand, will be provided close to public parking and vehicular access areas. Lower scale residential shall be associated with grade-level local retail and waterfront oriented retail in close association with the waterfront edge and along Cardero Street. Community facilities will include an elementary school facility and child care facilities.

Park spaces shall include at least an approximate 0.8 hectare (2 acres) local-oriented park space associated with the school facility. The southern edge of this area is to be higher scale, primarily residential development adjacent to Downtown.

5.2 Area 2 - The Harbour Green Neighbourhood

The major focus of this residential neighbourhood will be a large waterfront park of at least 3.2 hectares (8 acres) in size. Water uses will include a significant amount of open water, however, a limited amount of transient moorage, perhaps associated with a floating walkway will be provided. Lower scale residential buildings shall be located along the park edge closer to the water with higher scale residential buildings located towards the southern edge of the area along the extension of Cordova Street. Widely spaced tall towers should reflect the downtown character adjacent to the southern edge of the area and maximize the private and public views currently enjoyed. Street-end treatments shall protect public street-end views, as well as link up with the waterfront park.

5.3 Area 3 - The Burrard Landing Precinct

This mixed use hotel, commercial and public use precinct shall focus on an active, pedestrian oriented waterfront providing a marine terminal for charter boats, visitor moorage and other water-based transportation services including seaplanes and passenger ferries. A major waterfront public open space approximately 0.16 hectares (0.4 acres) in size shall be developed adjacent to the Civic Arts Complex and commercial development on the waterfront that is connected by the waterfront walkway to the neighbourhood park to the west.

Commercial uses shall include office, live/work, hotel, and retail/service uses. Office uses shall be located between Burrard and Thurlow Streets generally towards the southern edge of the area adjacent to the Downtown District. Office development will respect landmark views of the Marine Building, and include public open space within the development. Street-oriented lobby and retail uses shall be associated with the street frontage of the office, hotel, mixed use precinct. Hotel and retail uses are preferred uses at the water's edge, and should be terraced back from the water. Water uses shall include a charter boat centre, a seaplane terminal, and possible historic ship berthing. A major public cultural facility, pedestrian links to downtown, and community facilities such as day care for office workers, shall also be included in this area.

Section 6 Illustrative Plans

The Illustrative Plans shown on Figures 12A, 12B, and 12C show one design for the site which generally meets the intent and requirements of the ODP. The Illustrative Plans are included here for illustrative purposes and are to used in conjunction with this ODP as a general guide to the preparation of sub-area zonings and related development control instruments. The actual permitted configuration and development rights will be settled by sub-area zoning by-laws. It is expected that the permitted configuration and development rights will differ from those shown on the Illustrative Plans.

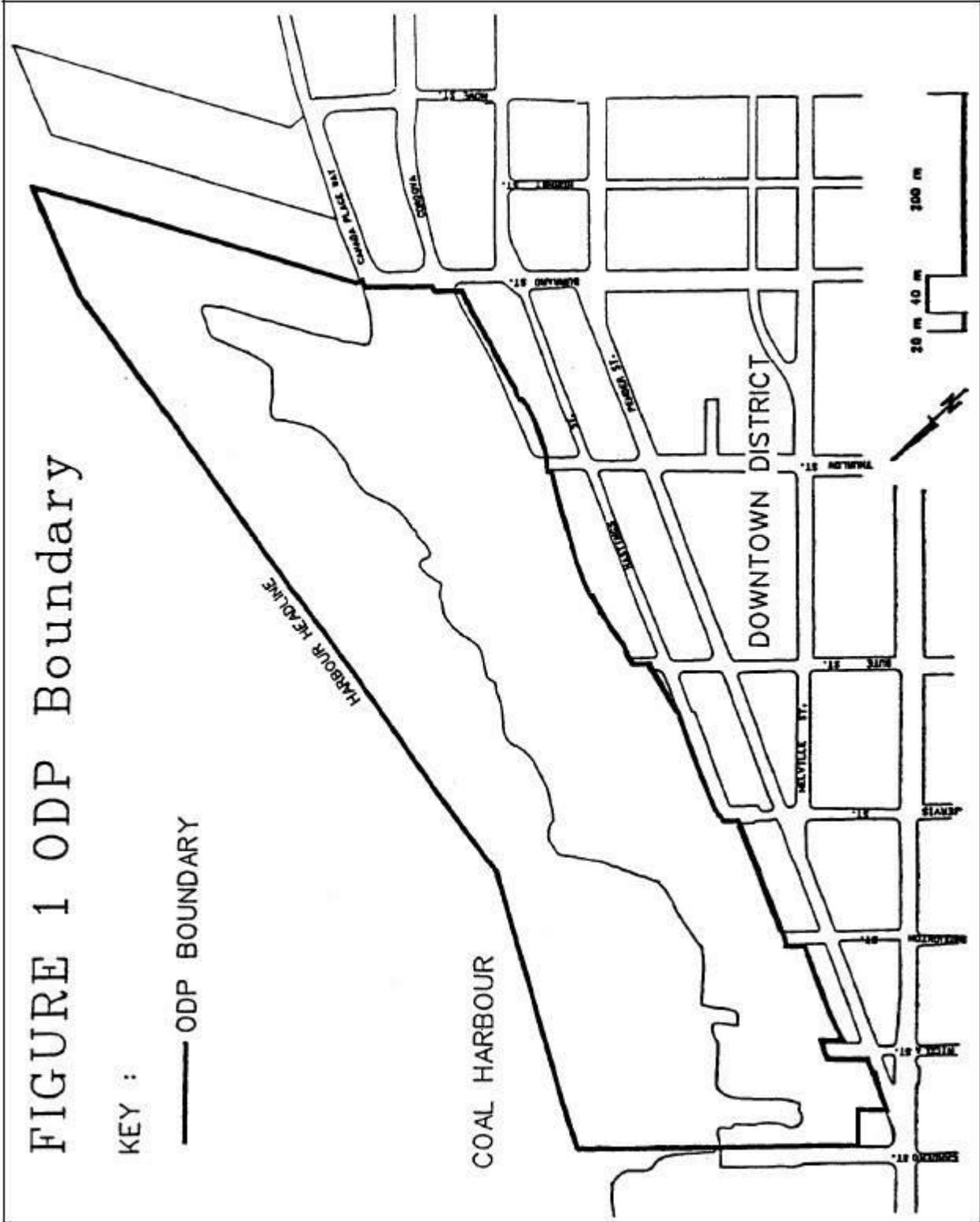


FIGURE 2 Shoreline Cut & Fill

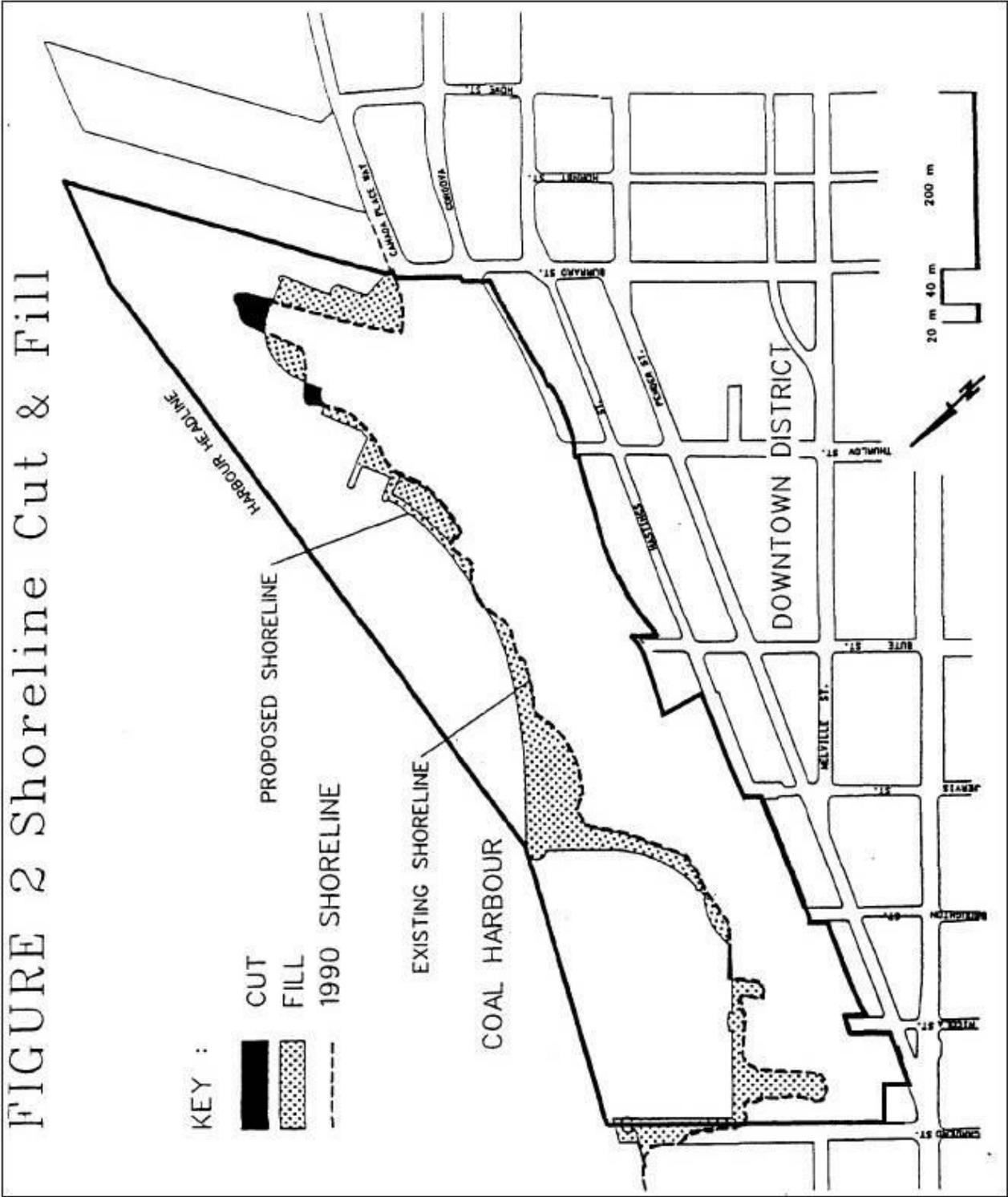
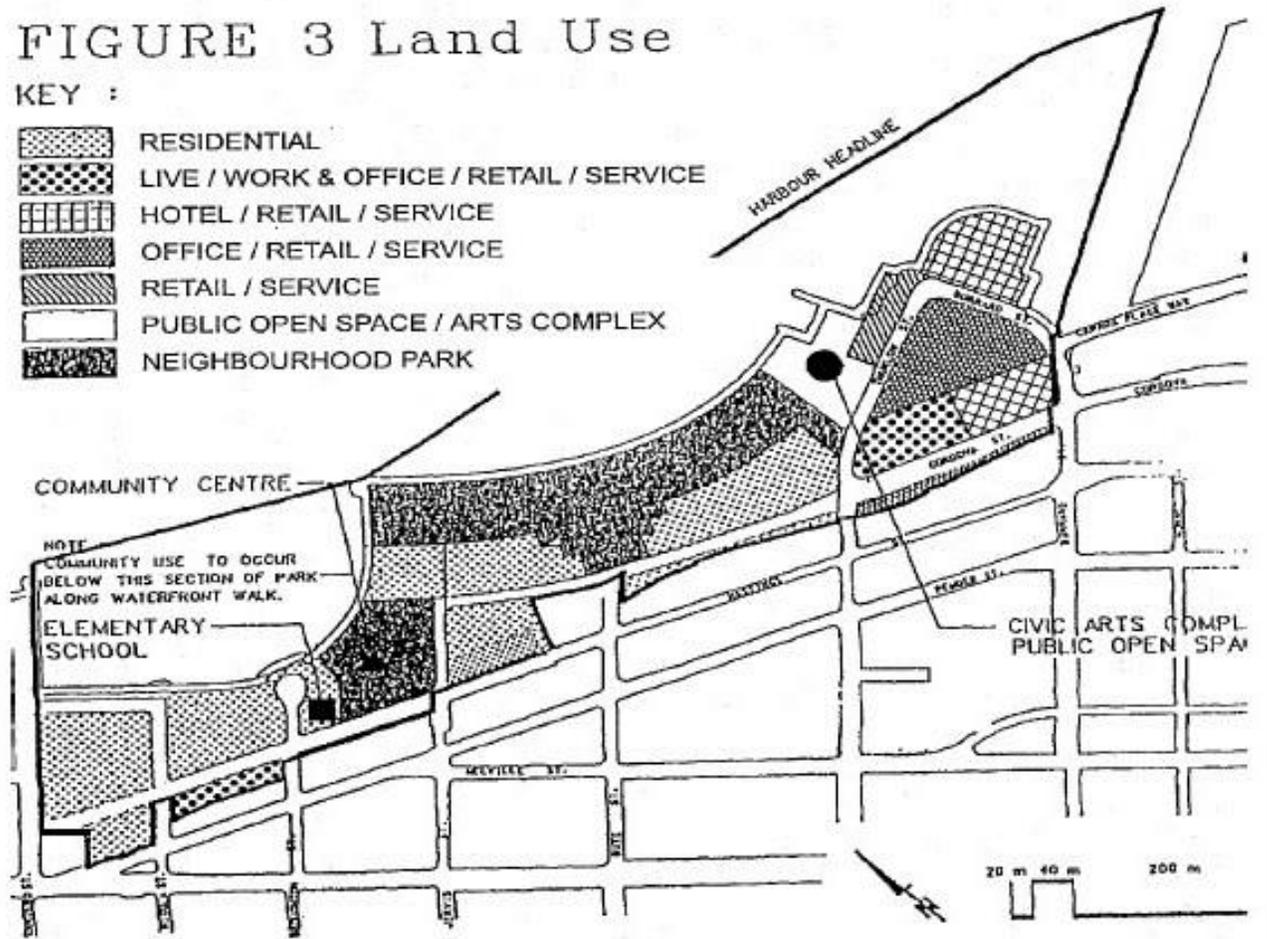
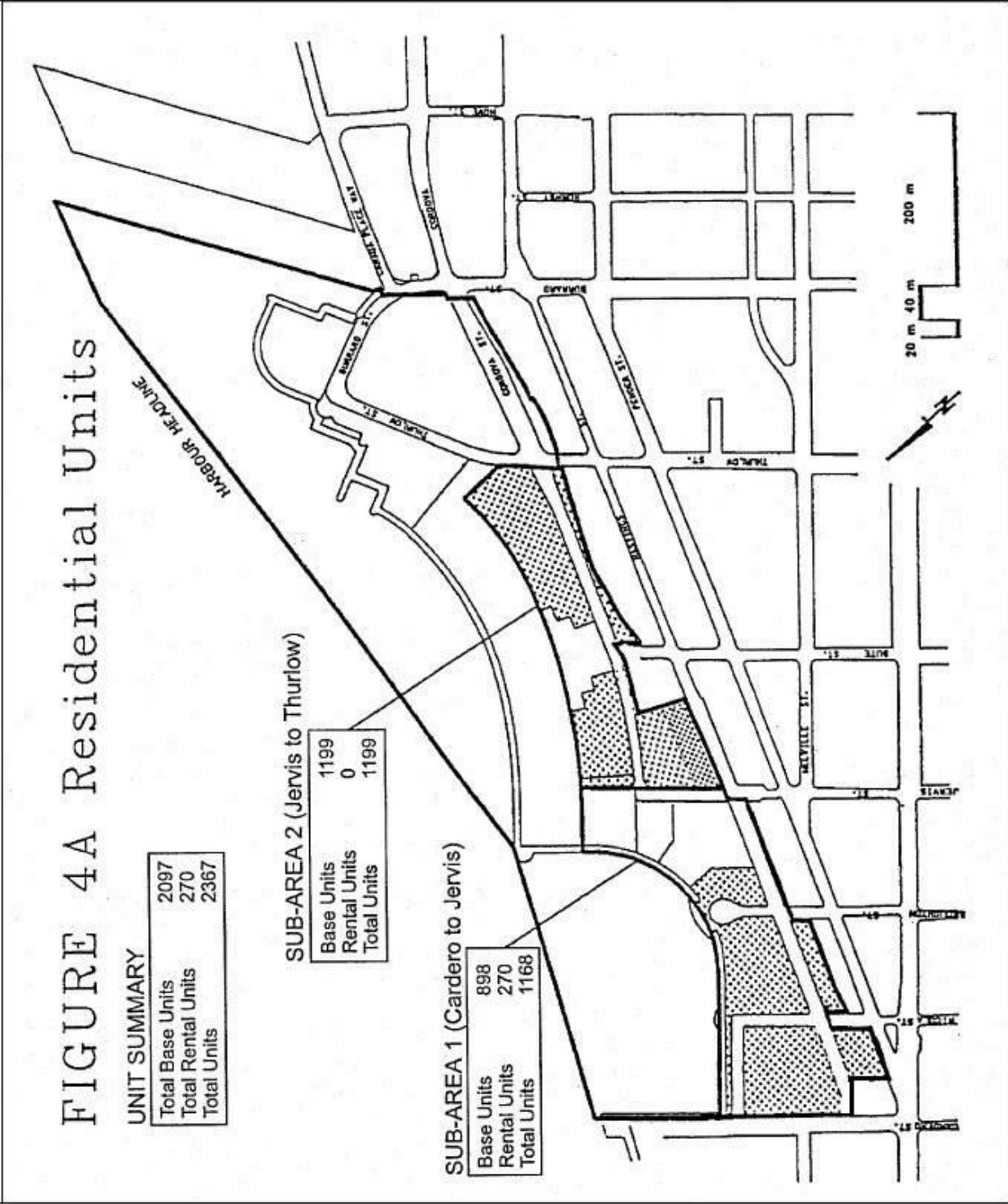


FIGURE 3 Land Use

KEY :

-  RESIDENTIAL
-  LIVE / WORK & OFFICE / RETAIL / SERVICE
-  HOTEL / RETAIL / SERVICE
-  OFFICE / RETAIL / SERVICE
-  RETAIL / SERVICE
-  PUBLIC OPEN SPACE / ARTS COMPLEX
-  NEIGHBOURHOOD PARK





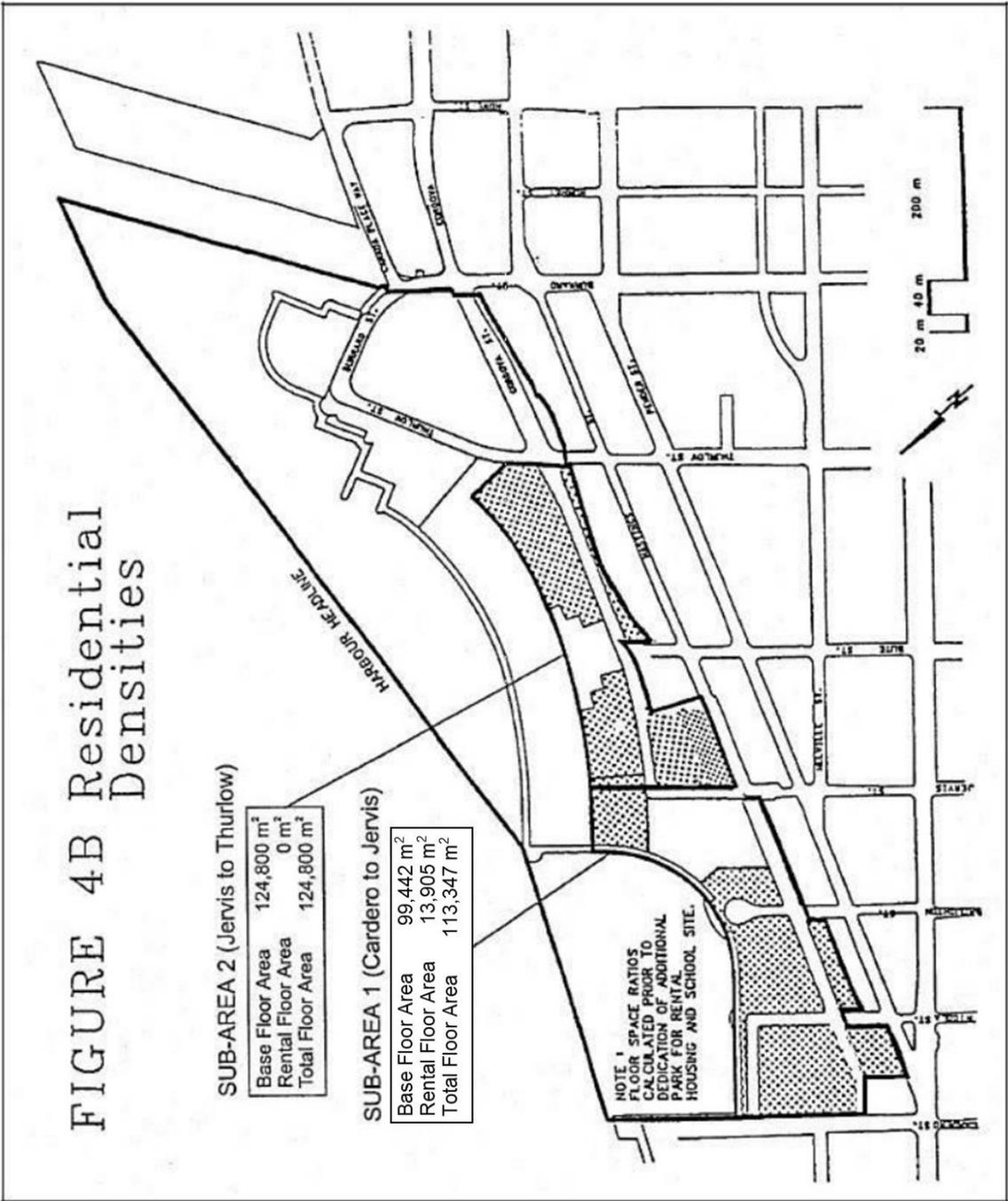
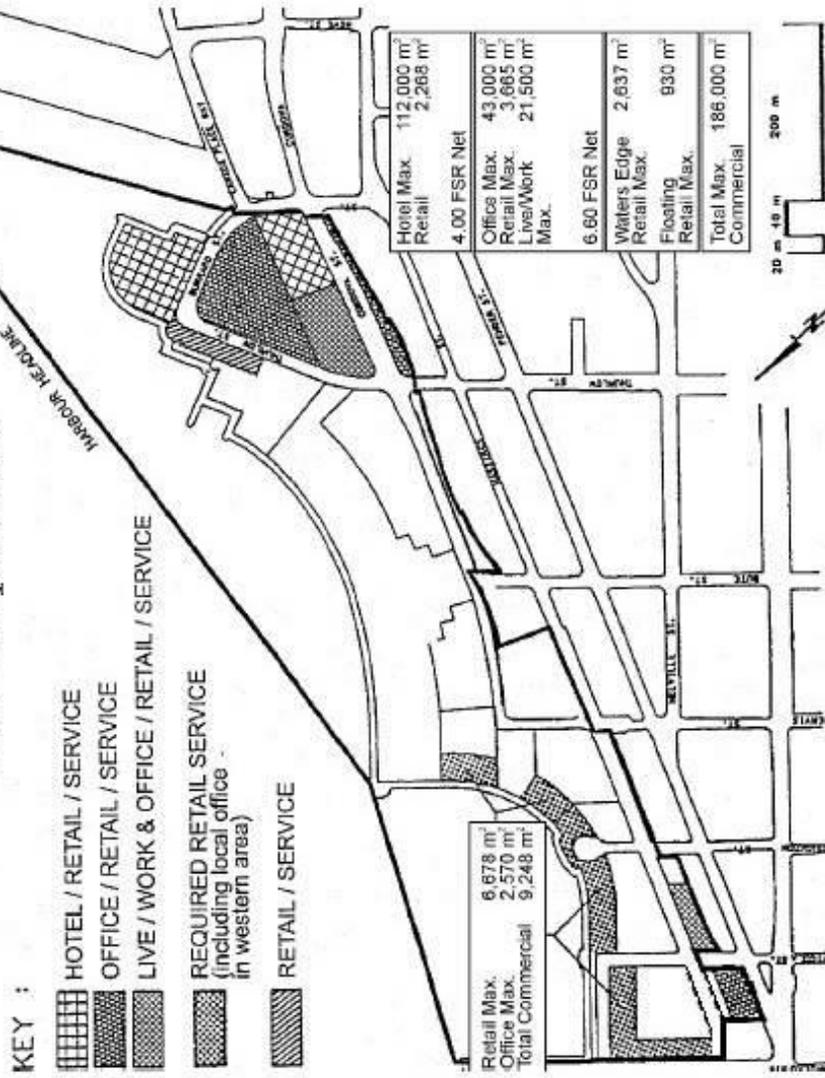


FIGURE 5 Commercial Development



* Note: An additional 4,854 m² of floorspace may be used for Live/Work and Office/Retail/Service and other permitted non-residential uses on sites on the south side of the 1400 block of Hastings Street

FIGURE 8 Phasing of Parks & Community Facilities

NOTE 1:
SHORELINE WORK TO PROCEED CONCURRENTLY WITH RESIDENTIAL PHASES, UNLESS COMMERCIAL PHASE PROCEEDS BEFORE ANY RESIDENTIAL PHASE IN WHICH CASE THE ENTIRE SHORELINE AND WATERFRONT PARK SHALL BE COMPLETED.

NOTE 2:
WHERE IT IS NOT POSSIBLE TO PROVIDE NECESSARY COMMUNITY FACILITIES ON A PERMANENT BASIS ON THAT PART OF THE SITE BEING DEVELOPED, THEN TEMPORARY FACILITIES MAY BE REQUIRED TO SERVICE THAT PHASE.
COMPLETION OF THE PERMANENT COMMUNITY FACILITIES AND PARK ON SITE '1B' SHALL BE REQUIRED PRIOR TO OCCUPANCY OF ANY RESIDENTIAL DEVELOPMENT IN PHASE 3.

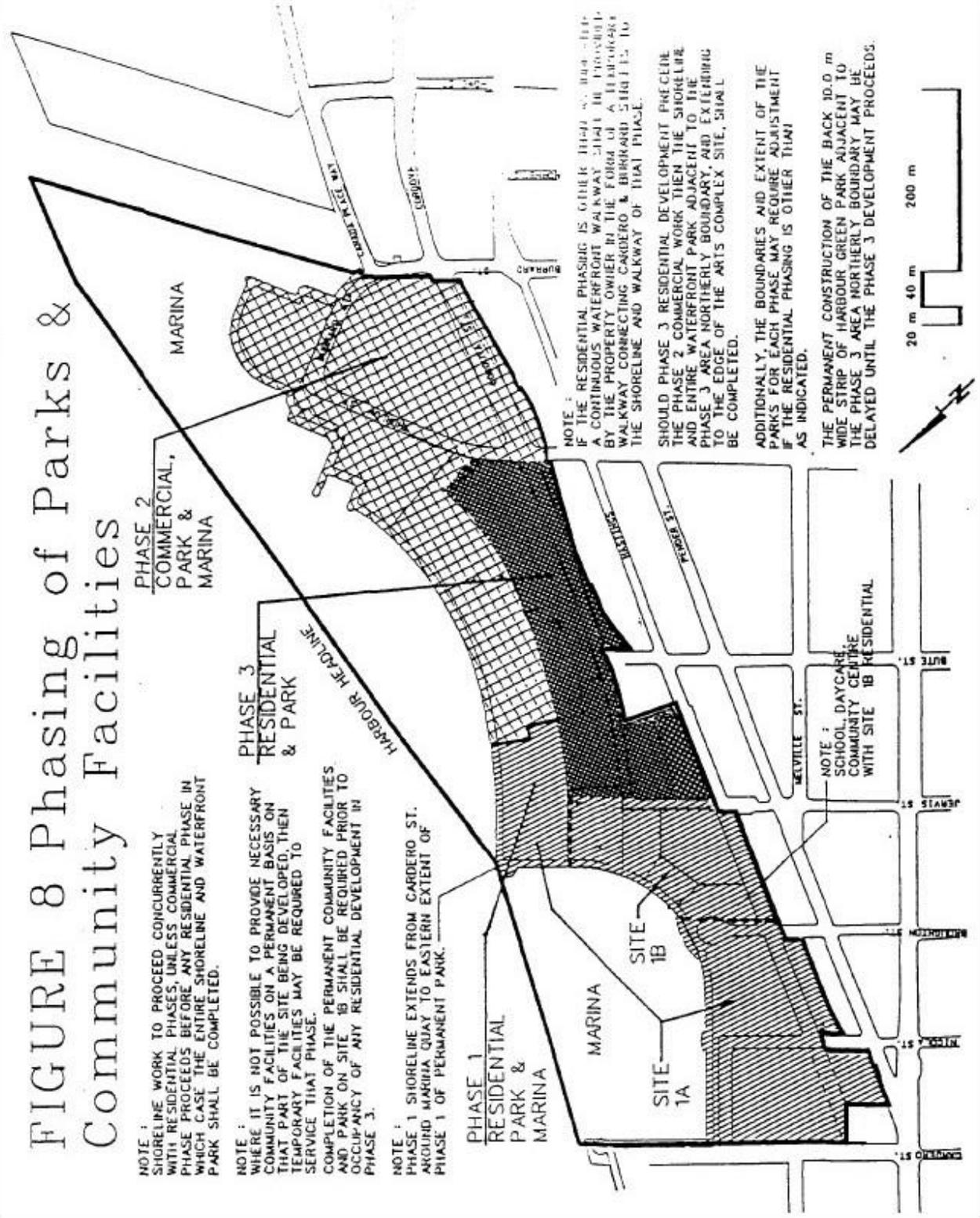
NOTE 3:
PHASE 1 SHORELINE EXTENDS FROM CARDERO ST. AROUND MARINA QUAY TO EASTERN EXTENT OF PHASE 1 OF PERMANENT PARK.

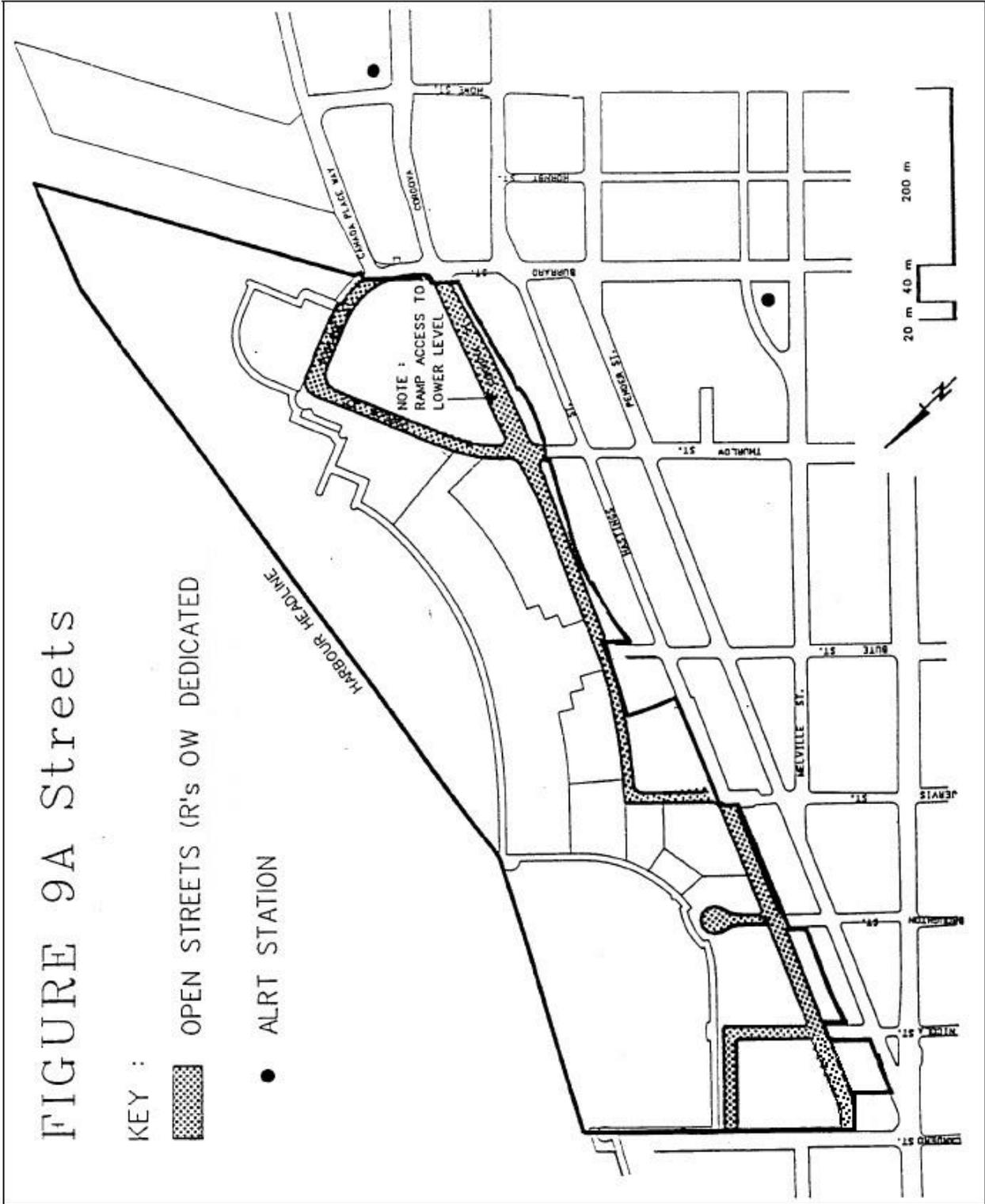
NOTE 4:
IF THE RESIDENTIAL PHASING IS OTHER THAN AS SHOWN, THEN A CONTINUOUS WATERFRONT WALKWAY SHALL BE PROVIDED BY THE PROPERTY OWNER IN THE FORM OF A PERMANENT WALKWAY CONNECTING CARDERO & BERRARD STREETS TO THE SHORELINE AND WALKWAY OF THAT PHASE.

SHOULD PHASE 3 RESIDENTIAL DEVELOPMENT PRECEDE THE PHASE 2 COMMERCIAL WORK THEN THE SHORELINE AND ENTIRE WATERFRONT PARK ADJACENT TO THE PHASE 3 AREA NORTHERLY BOUNDARY, AND EXTENDING TO THE EDGE OF THE ARTS COMPLEX SITE, SHALL BE COMPLETED.

ADDITIONALLY, THE BOUNDARIES AND EXTENT OF THE PARKS FOR EACH PHASE MAY REQUIRE ADJUSTMENT IF THE RESIDENTIAL PHASING IS OTHER THAN AS INDICATED.

THE PERMANENT CONSTRUCTION OF THE BACK 10.0 m WIDE STRIP OF HARBOUR GREEN PARK ADJACENT TO THE PHASE 3 AREA NORTHERLY BOUNDARY MAY BE DELAYED UNTIL THE PHASE 3 DEVELOPMENT PROCEEDS.





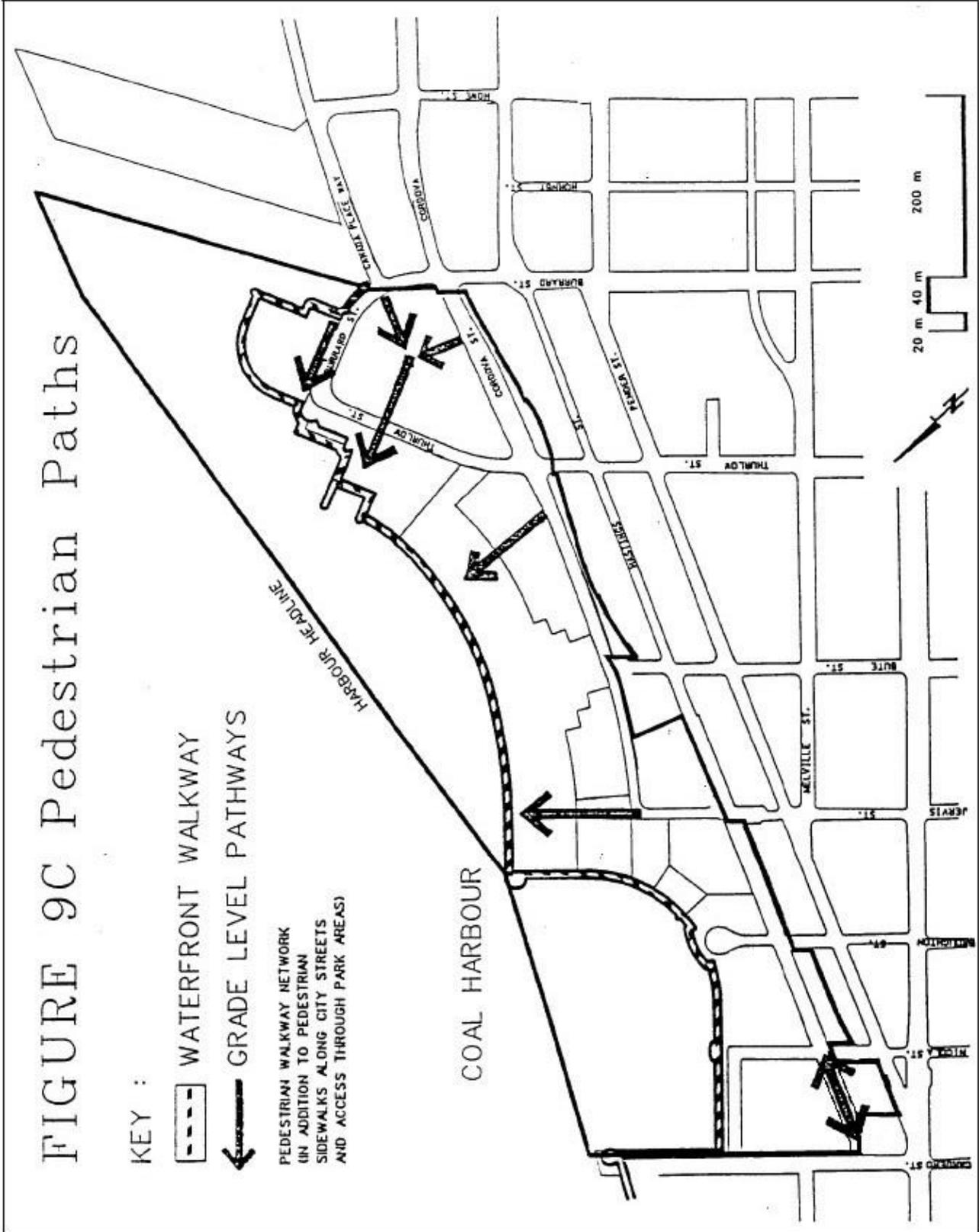
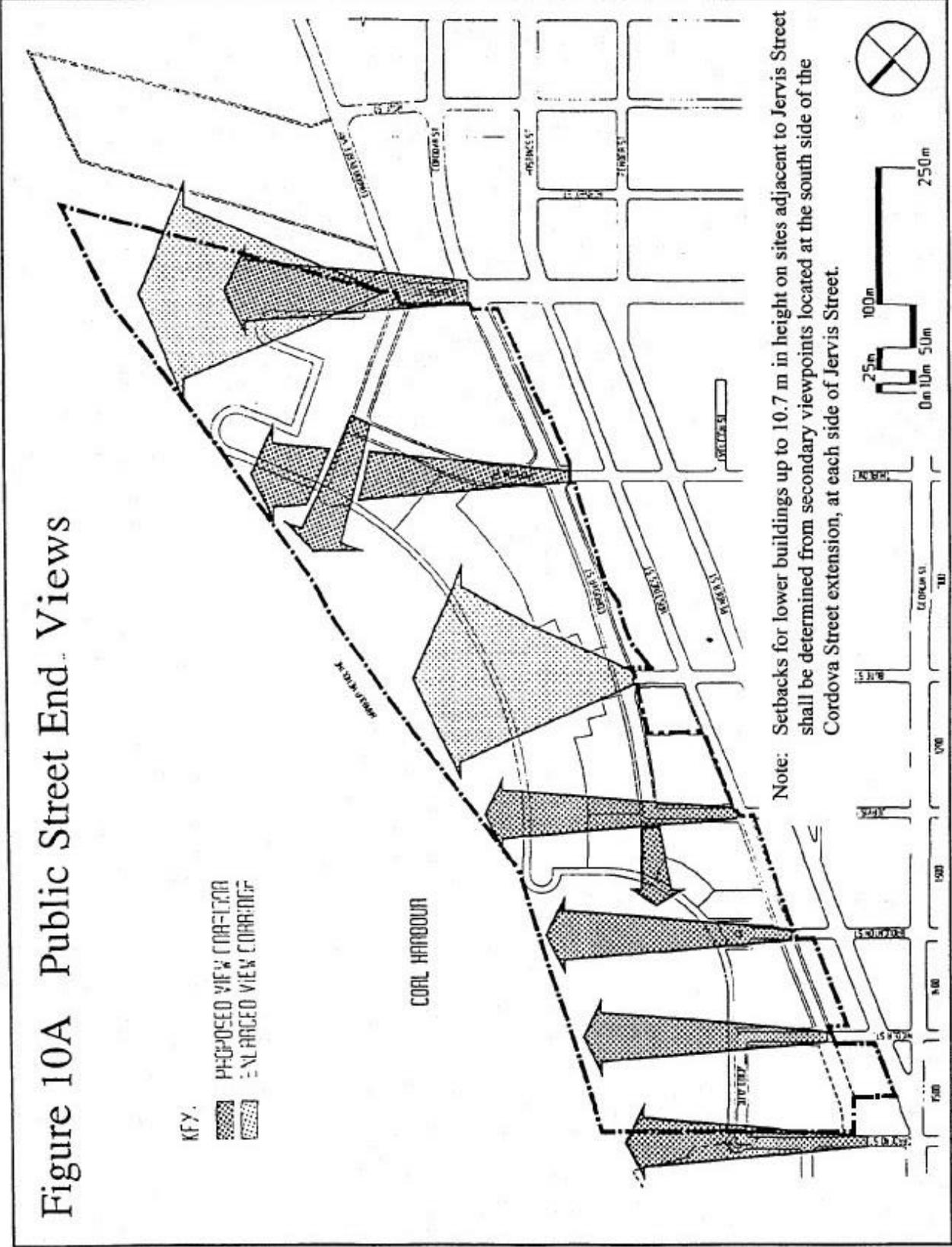
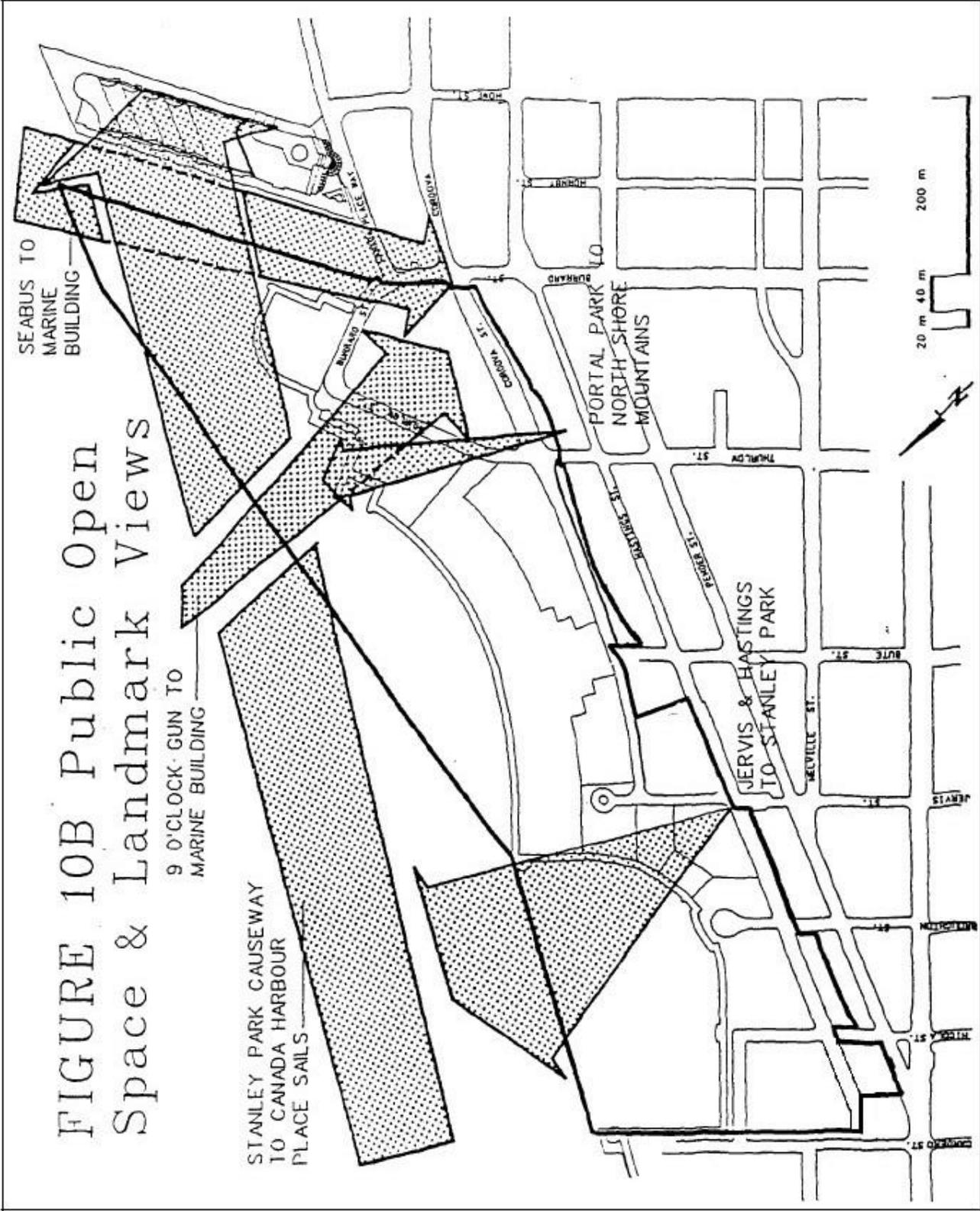


Figure 10A Public Street End Views





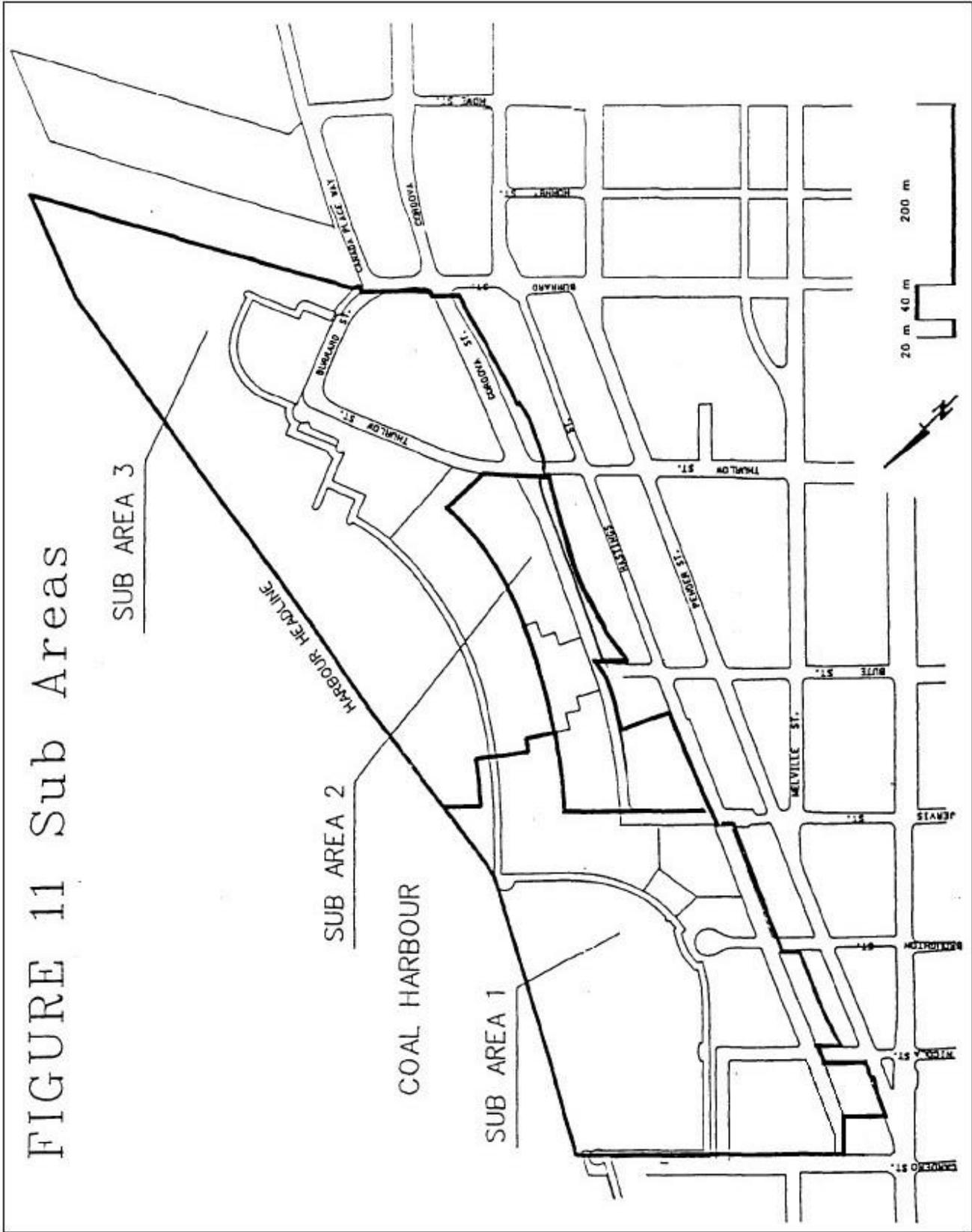


FIGURE 11 Sub Areas

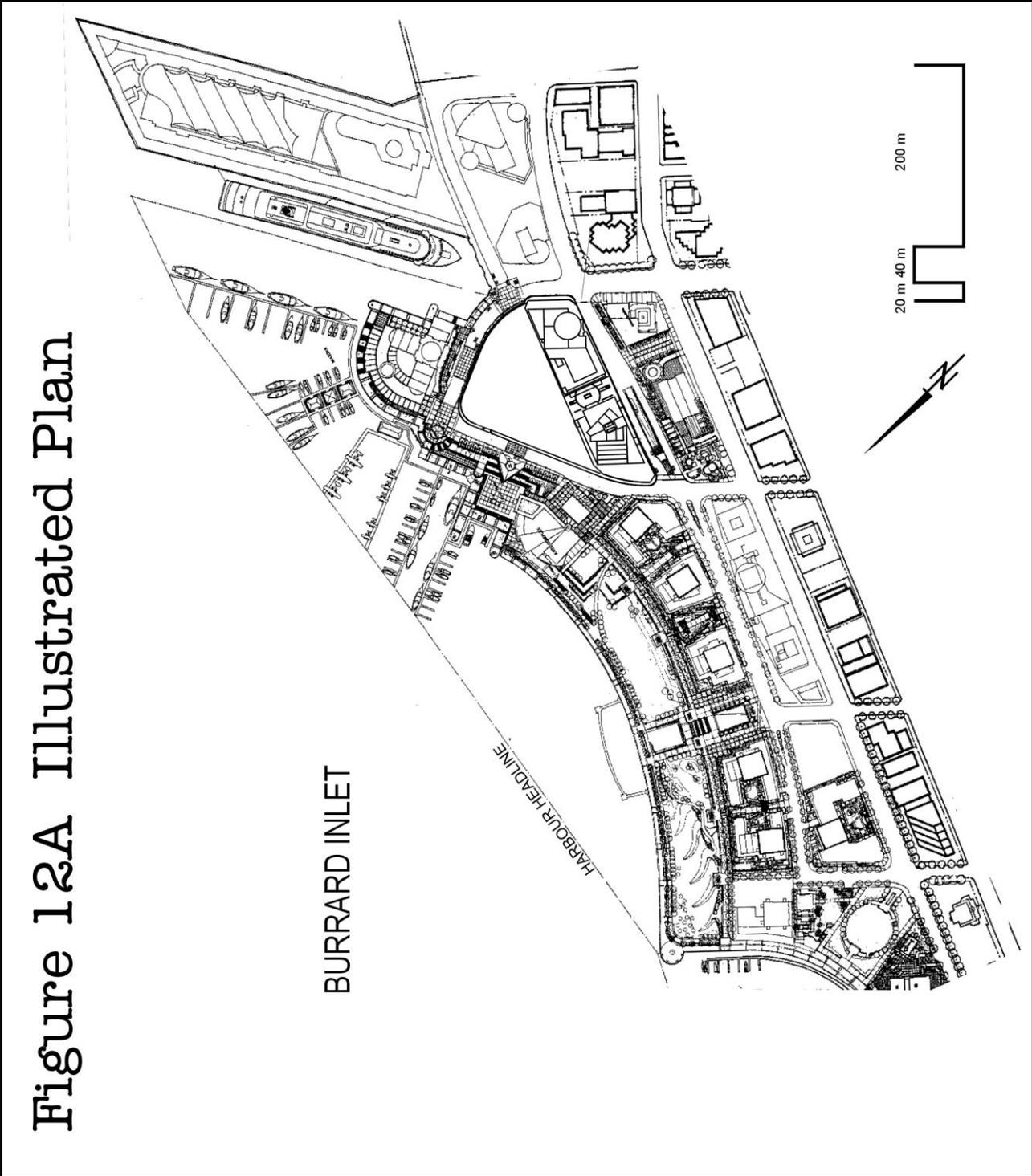


Figure 12A Illustrated Plan

