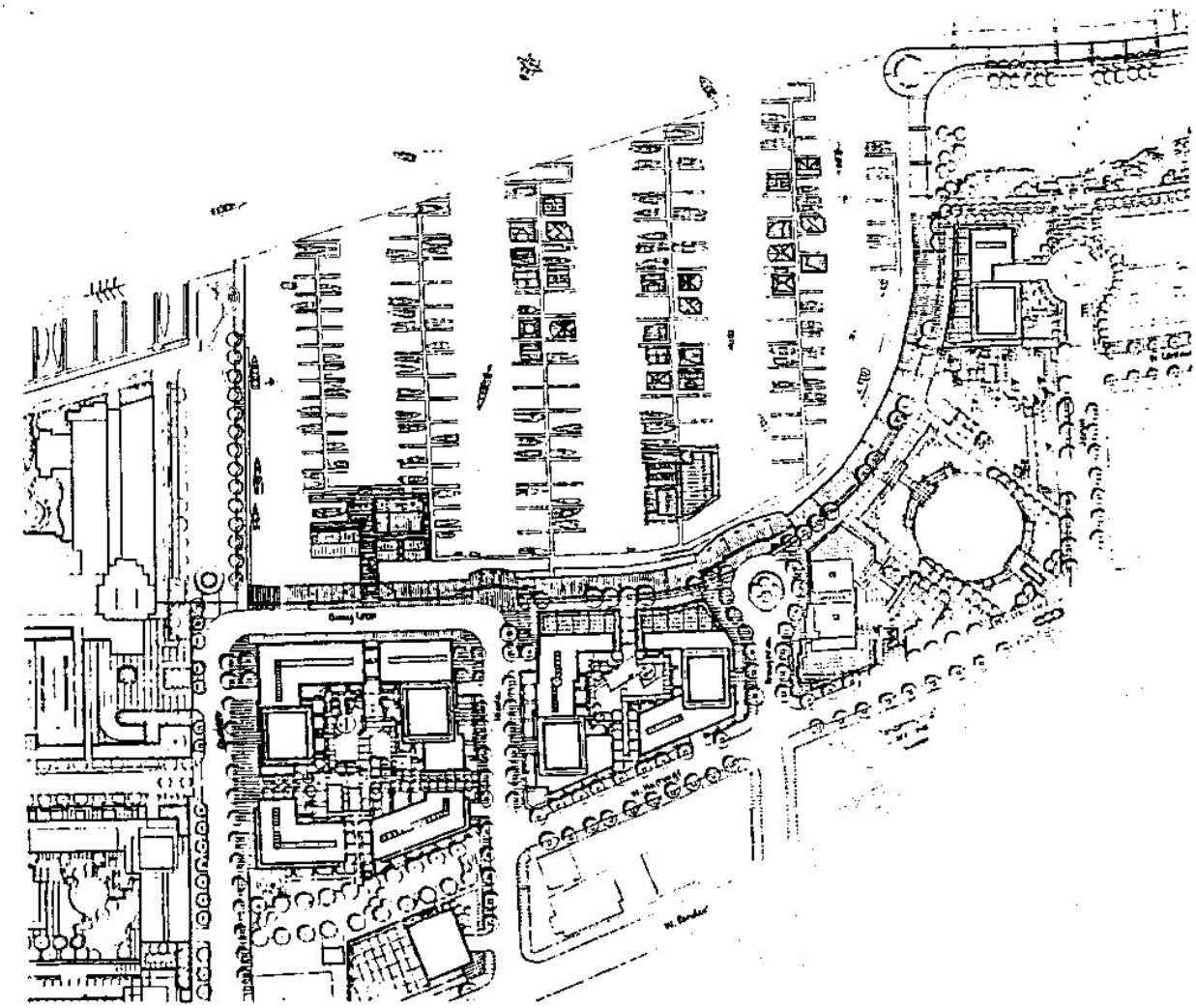
City of Vancouver *Land Use and Development Policies and Guidelines*

Planning, Urban Design and Sustainability Department

453 West 12th Avenue, Vancouver, BC V5Y 1V4 | tel: 3-1-1, outside Vancouver 604.873.7000 | fax: 604.873.7100
website: vancouver.ca | email: planning@vancouver.ca | app: VanConnect

MARINA NEIGHBOURHOOD CD-1 GUIDELINES FOR LAND DEVELOPMENT (300 CARDERO STREET) (BY-LAW NO. 7200) (CD-1 NO. 312)

Adopted by City Council on October 19, 1993
Amended July 26, 2016



Contents

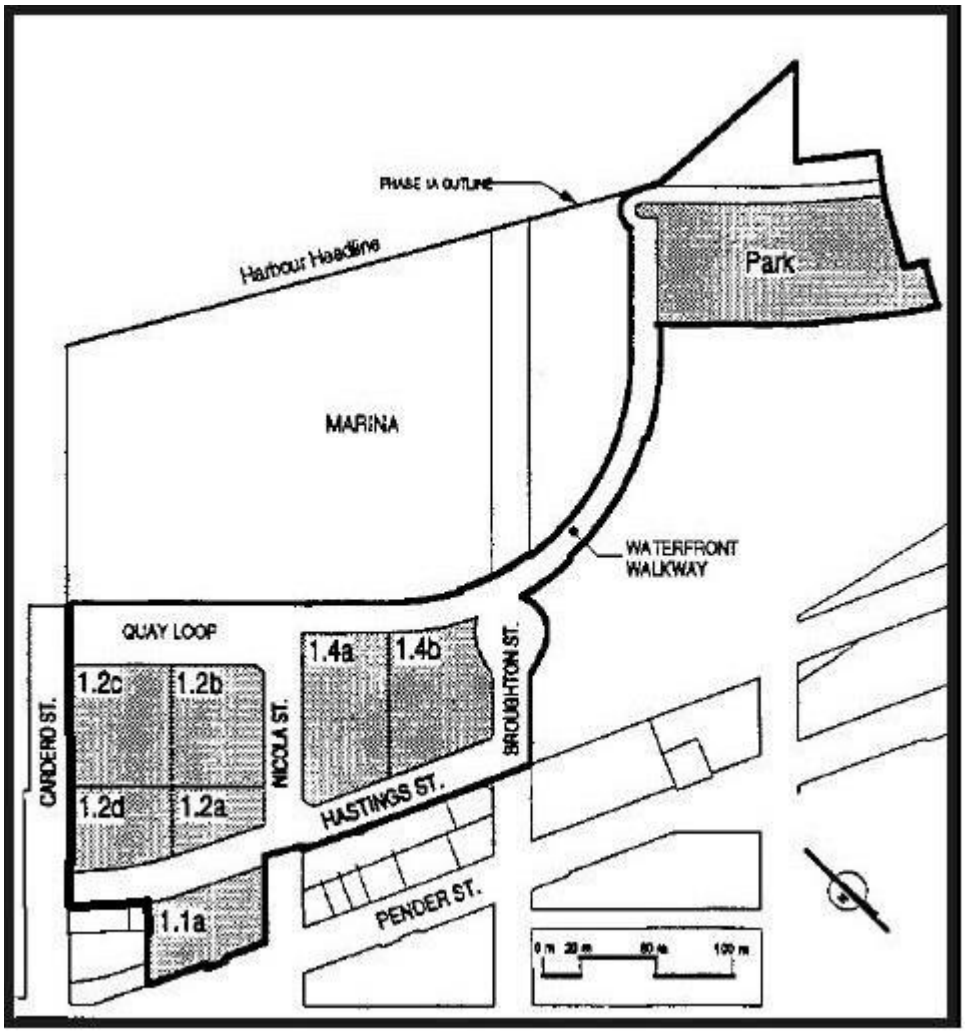
1 Application and Intent

These guidelines should be used in conjunction with the Marina Neighbourhood CD-1 By-laws, the **Marina Neighbourhood CD-1 Guidelines for Marina Development**, and the City's shoreline treatment and pedestrian/bicycle system concepts (approved by Council, October 10, 1991), to guide the development of this section of Coal Harbour (Figure 1). As well as assisting the development permit applicant, the guidelines will be used by City staff in the evaluation of proposed developments.

The guidelines will ensure that the design of individual development is compatible with the overall design concept for the Marina Neighbourhood site and development on adjacent lands.

The site comprises approximately 4.6 ha of land area. It is bounded by the Cardero Street to the west, Broughton Street and the new shoreline and park edge to the east, West Pender and Hastings Streets to the south and the harbour headline to the north.

Figure 1. Marina Neighbourhood Phase 1A Land Development Boundary



2 Organizing Principles

2.1 Key organizing principles guiding the pattern of development include:

(a) maintaining the sense of a diverse urban waterfront, with 'working' marine uses and retail at grade along the marina edge;
(b) integrating the development with the city, by extending the adjacent downtown street grid, land use and built form patterns;
(c) creating a local street system that serves the site but discourages through traffic;
(d) creating a family of towers that maintain street-end and other public view corridors with heights set to limit shadows on public spaces with a gradation of building height down towards the water and the west;
(e) grouping community facilities into a neighbourhood focus in a central location;
(f) providing a high degree of livability for all residents, particularly families with children; and
(g) ensuring that public access to the waterfront and full accessibility to the entire area is provided for all people, including the physically challenged.

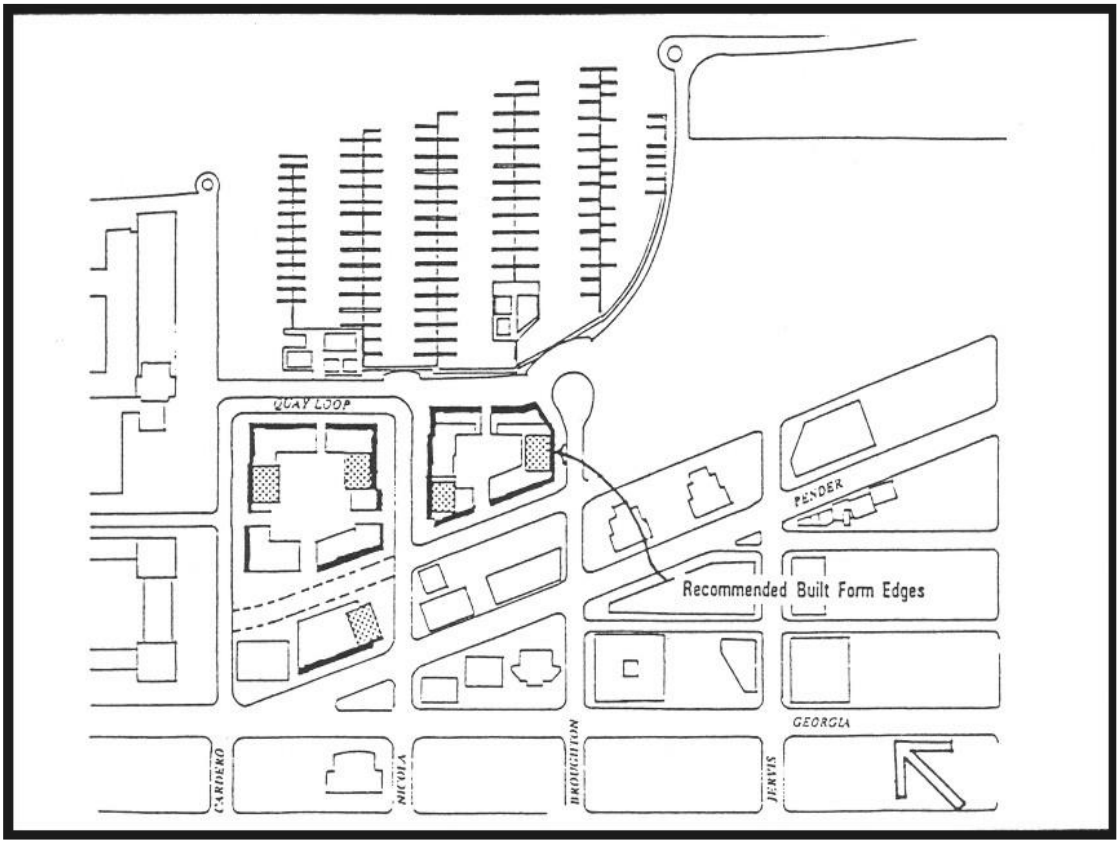
3 Overall Guidelines

3.1 Siting

The location of buildings and open spaces should generally be as illustrated in the form of development approved in principle by Council, and described below. Limited variation in the setback of buildings from streets and parks can be considered where it improves public enjoyment of the spaces and livability of the residential units. Buildings are organized to strongly define streets (the street base zone), from which rise a family of articulated towers which reiterate some of the design details, materials and architectural expression common to the street base architecture. The street base forms a continuous, or apparently continuous vertical and horizontal built form edge which helps define the street. Breaks between buildings may occur.

The location of recommended built form edges and towers is noted on Figure 2 below. The top of the built form edge is defined by the top of the street base zone.

Figure 2. Built Form Edges and Tower Locations



3.2 Building Orientation

In orienting the predominant facades of buildings, a variety of urban street grids and patterns should be considered, including the Georgia/Alberni/Bayshore grid, the Pender/Hastings grid, the waterfront walkway pattern and the street system, as follows:

(a) lower building elements should be parallel to the adjacent street and waterfront; and
(b) higher building towers should respect the established city street grid extending into the site from the downtown, except for the tower at Pender and Nicola which should relate to the Pender Street alignment.

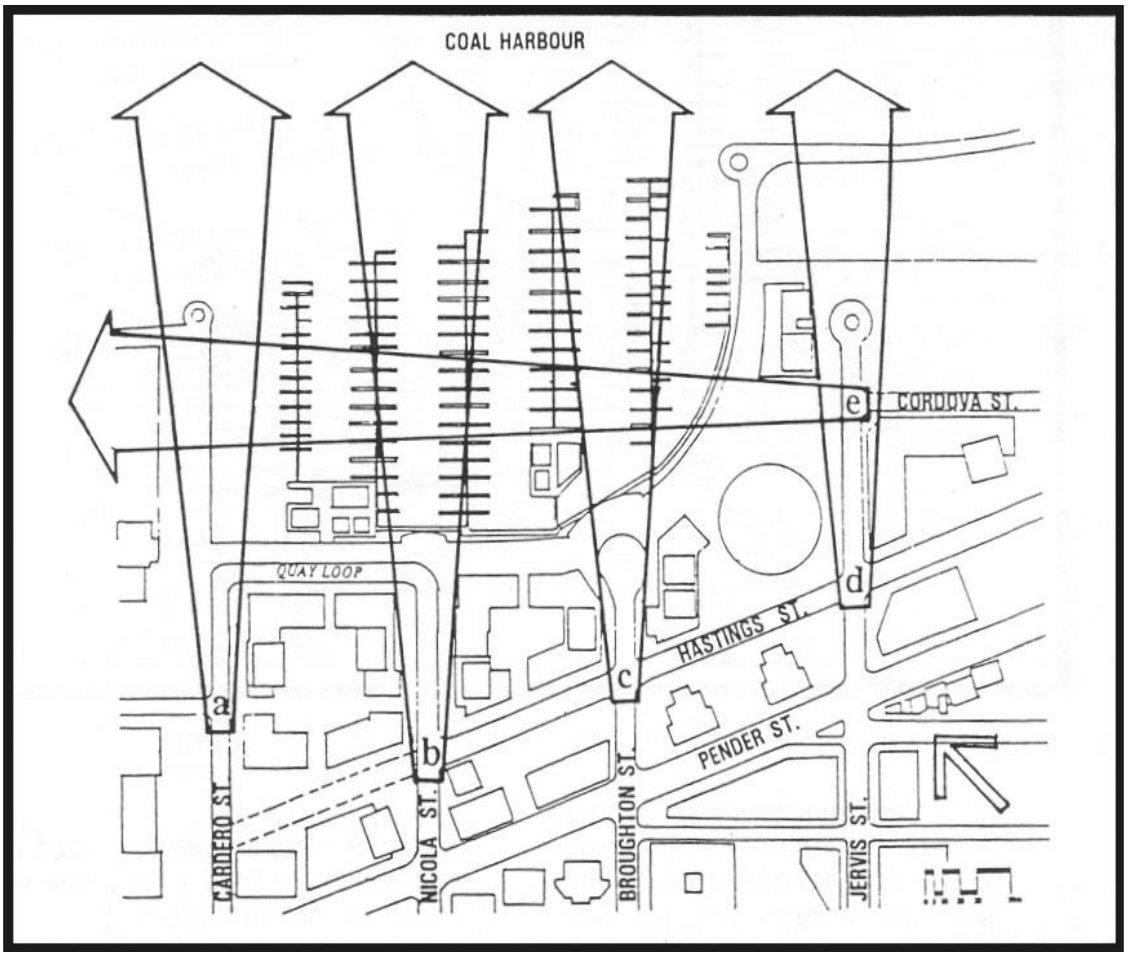
Detailed determinations of grids and patterns to be respected are included in the precinct guidelines which follow.

3.3 Views

Building envelopes have been generally located to respect various public, semi-public and private view corridors. Required five degree street-end view corridors have been respected. Building envelopes and view determinants are included in the individual precinct guidelines which follow. Figure 3 illustrates the principal public views to be preserved through the development.

The illustrative plan appended to these guidelines (Appendix B) and used as the base for parcel guidelines illustrates one set of tower placements which fit within the above noted building envelopes.

Figure 3. Public View Preservation



3.4 Massing Controls

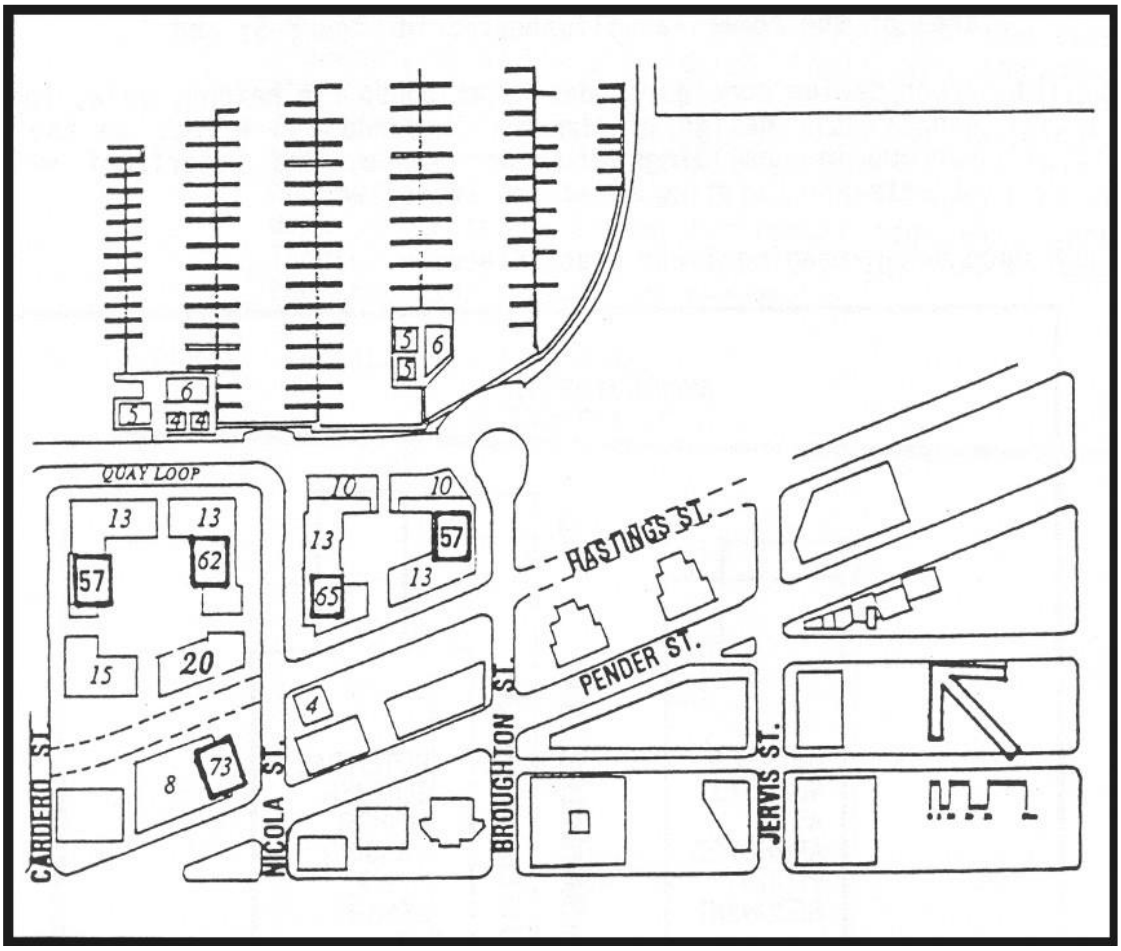
3.4.1 Height

Maximum Building Heights: Building heights have been established in response to several factors, including detailed analyses of the impacts of height and massing on adjacent public and private views including street-end views, the provision of sunshine to ground-level, and the overall

configuration of the neighbourhood skyline as seen against the adjacent downtown and West End areas.

Maximum building heights as measured above the base surface, excluding sloping, nonhabitable roofs, mechanical services and architectural appurtenances should not exceed the maximum heights outlined in Figure 4, noting that specific parcel guidelines define more accurately the location and extent of the building envelopes.

Figure 4. Maximum Building Heights (in metres)

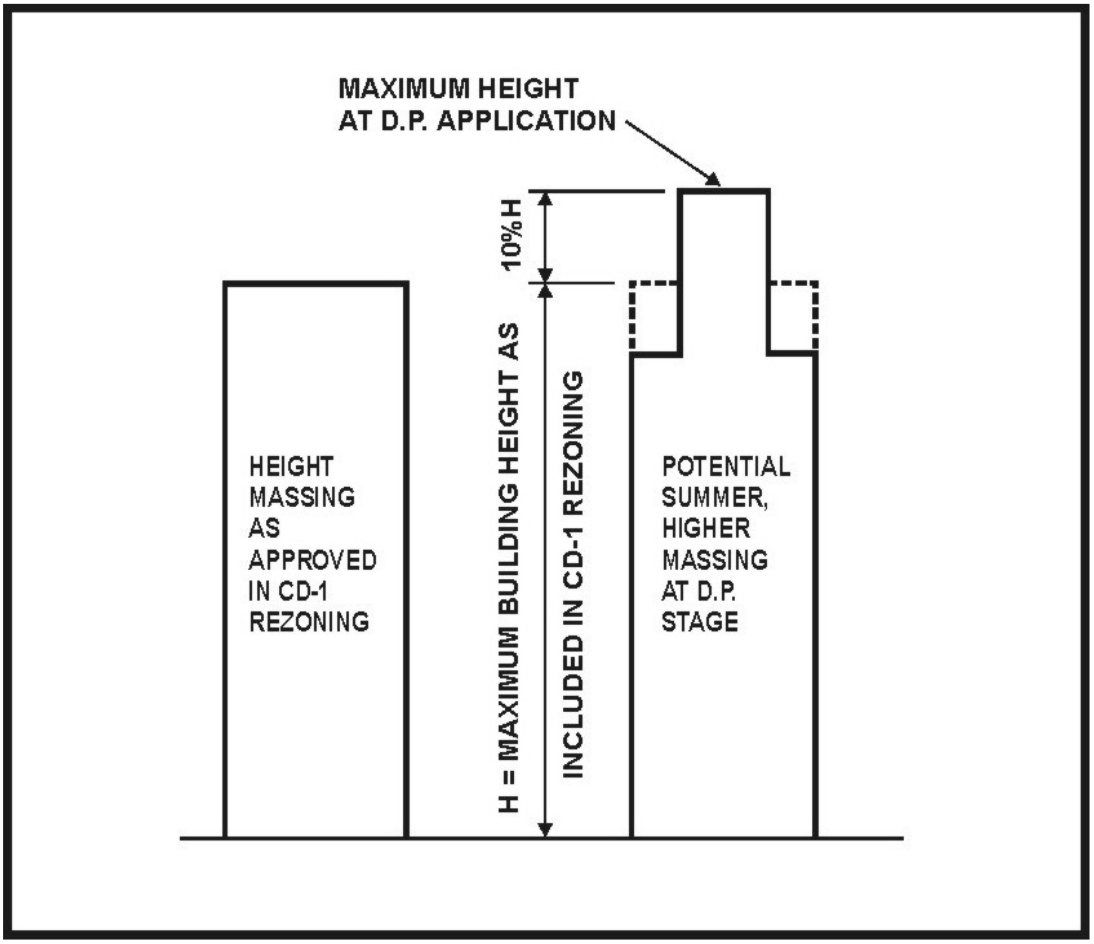


At the development application stage, consideration may be given to a height variation of up to +10% of the total height of the tower on Lots 1.2b and 1.4a, provided that:

(a) the tower portion of the development becomes slimmer, with a reduced average floor plate and no net change in the overall floor area of the tower, as illustrated in Figure 5; and

(b) urban design considerations relating to the height, bulk, location and overall design of the building and its effect on the site, surrounding buildings and open space, the waterfront walkway, streets and existing views are satisfied.

Figure 5. Averaging Tower Floor Plates

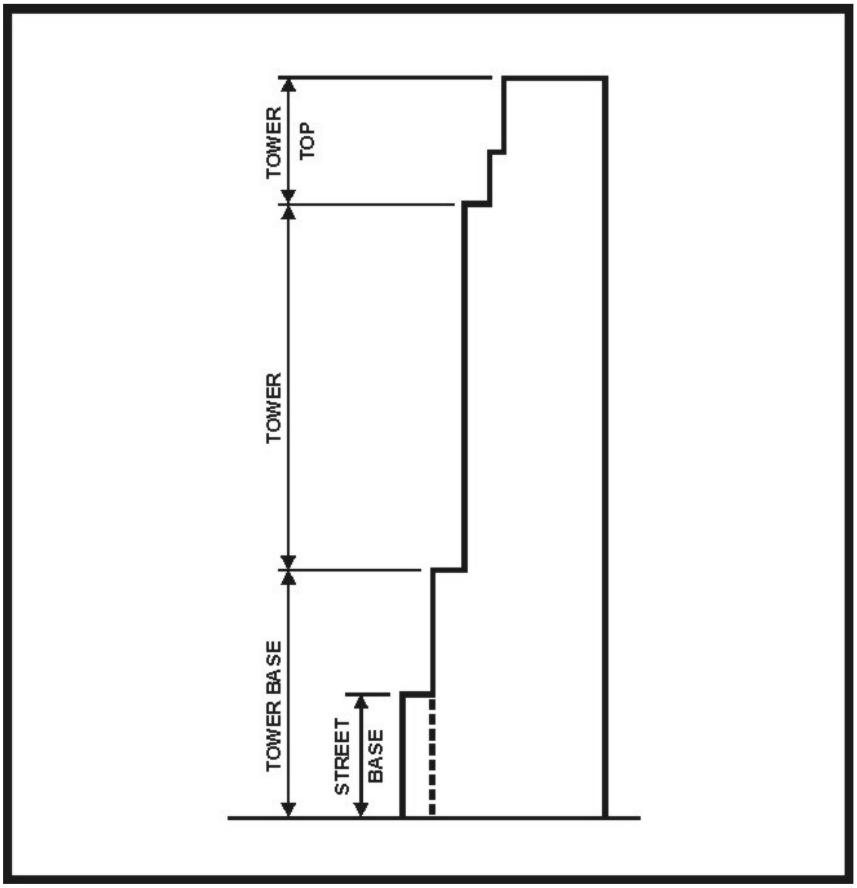


3.4.2 Vertical Building Zones

Buildings could be comprised of up to four vertical zones: street base, tower base, tower and tower top, typically characterized as follows and illustrated in Figure 6.

(a) Street Base Zone
   (i) The street base should express the small-scale, masonry appearance of the Marina Neighbourhood;
   (ii) Articulation of built form edges, such as described in Section 3.5, Architectural Expression, is encouraged; and
   (iii) A strong horizontal line at the top of the street base should be expressed, such as a parapet or cornice. This should occur generally at the roofline of the street base element (top of third or fourth storey) with the exception of the school site, where it should occur at the top of the second storey. Where guidelines call for buildings to step back as they rise, the first step should be at this location and should be a minimum of 2.0 m. This step back should be used to create a strong horizontal edge with terraces or landscaped roof areas, and to shield the view of the base of the tower for pedestrians nearby.

Figure 6. Vertical Building Zones



(b) Tower Base Zone
- (i) Towers should have a well defined base which rises from the street base below;
- (ii) The tower base may extend to the eighth storey, and the tower base above any street base should be generally set back a minimum of 2.0 m from the massing below;
- (iii) Notwithstanding the above, portions of towers or tower bases needed to provide a sense of street identity and address at entry areas, may extend uninterrupted to grade; and
- (iv) The tower base floorplate should fit within the envelope defined in the individual parcel guidelines.

(c) Tower Zone
- (i) The tower portion should have a maximum gross floorplate area of 580 m² (not including balconies, but including mechanical and electrical areas, storage, elevator cores and stairs);
- (ii) Notwithstanding clause (i) above, the maximum floorplate area may be increased to 595 m² for the towers located within the Site 1A zoning area between Cardero and Broughton Streets, provided that the additional massing is located on the north/south sides of the tower, and set back generally within 45 degrees cones from each corner to minimize view impacts on neighbours to the south;
- (iii) The tower floor plate should fit within the envelope defined in the individual parcel guidelines; and
- (iv) The overall tower width to the outside of all projections in the east-west direction (perpendicular to Cardero/Nicola Street) should not exceed 24.0 m.

(d) Tower Top Zone
- (i) Changes in massing, fenestration size and/or shape and materials should be used to modify the top of each tower. Generally, buildings should step back, however they could remain flush with the massing below provided that different materials or architectural detailing emphasizes the tower top as a special zone;
- (ii) Tower top forms should not be of such visual strength or unusual form that they dominate the architecture; and

(iii) Mechanical elements above habitable levels should be integrated with surrounding tower top construction.

3.5 Architectural Expression, Details, Materials and Colours

3.5.1 General

Street base facades of buildings should be primarily finished with masonry, stone or concrete articulated to reflect traditional maritime structures occurring on major urban waterfronts. Designs may reference the history of development on the site. In the design of the public realm, consideration should be given to historical patterns and recollections as public art contributions.

Buildings and structures above the street base may have a different architectural style, but should reiterate some of the design details, materials and architectural expression common to the street base architecture.

The private realm could also use historical patterns and recollections to complement the public realm. For example, the recollection through detailing and design elements of historic waterfront uses such as shipyards and rail activities, e.g., maritime or rail artifacts, forms and shapes, could further enrich and emphasize the particular waterfront setting of this development.

Buildings should be attractive to the pedestrian by avoiding blank, impersonal facades, especially at street-level. Pedestrian interest along all streets is encouraged, by providing display windows along retail frontages, attractive landscaping and screening, colourful and unusual signage, and a variety of high quality materials that are detailed to the human scale.

The residential character on Nicola, Broughton and West Hastings Streets should be reinforced by design elements such as individual unit entry doors relating directly to the street; elevated entry courts and gardens, with appropriately scaled stair access, enclosure walls, etc.; bay window projections above the first storey; pilasters, cornices, eaves and chimneys; access stairs and entrance ways; signage; weather protection as appropriate; porches; offsets required by view cones or other sight lines.

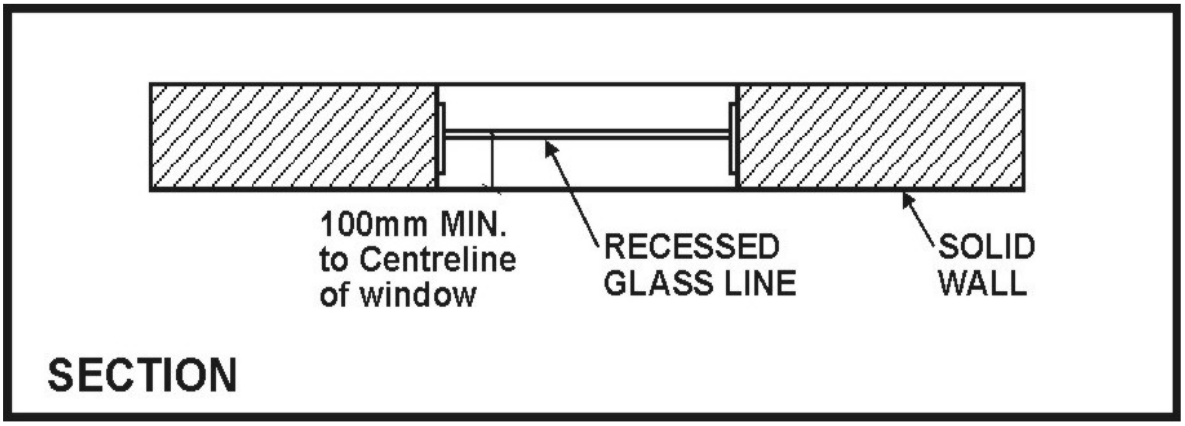
3.5.2 Materials

Development should emphasize a consistency of waterfront character of the neighbourhood. At the lower levels, strong brick or stone masonry or concrete frames with a finer-grain detailing and articulation at ground level are appropriate. Metal and glass should be considered as appropriate infill materials in association with the frames.

Materials and forms should express a transition from street to front door, from public to private spaces. However, public and private property should be clearly defined for purposes of privacy, security and maintenance.

A consistent palette of materials should be used in each parcel's development and for adjacent parcels. The retail frontage areas should express a more nautical character in their selection of materials, details and colours. Metal and glass in punched openings should be considered to enhance this character. Full height, typical storefront glazing should be discouraged. The balance of the street base zone should include a predominance of natural materials, natural hues and details establishing a small-scale, masonry appearance with punched fenestration as illustrated in Figure 7. Metal and glass structures may be integrated with the masonry frames provided that the load-bearing character of the street base is retained. Tower base and tower materials may differ from street base materials, however, a compatibility and transition between materials should be required and the rhythm of the lower floors should be respected. Buildings in these zones may have a lighter frame expression with increased glazing as deemed appropriate.

Figure 7. Fenestration at the Street Base



3.5.3 Colours

The street base zone should include a predominance of natural hues to enhance the masonry appearance. Tower base and tower colours should be of a similar colour range to those of the street base zone, and the overall colour effect should emphasize light natural colours.

Flat gravel roofs without colour, planting or functional relief should be avoided where visible from habitable spaces above.

3.5.4 Roofs

Elements such as roof gardens, gazebos, trellises, pergolas, roof decks and occupied pitched roofs should be provided to enhance the visual interest of the buildings and the usability of roofs, and should be attractive when viewed from above.

Towers should contribute to the skyline through the sculpting of upper floors of the buildings. Decorative roof "caps" are discouraged.

Vents, mechanical rooms, equipment and elevator penthouses should be integrated with the architectural treatment of the roof or be screened with materials and finished compatible with the building.

3.5.5 Balconies

Balconies should be designed as integral parts of the buildings rather than being "tacked on." Balconies recessed in the building face are encouraged.

Balconies may be partially enclosed for acoustic purposes, subject to the Council-adopted **Balcony Enclosure Guidelines**.

3.5.6 Awnings, Canopies, Entries & Arcades

Continuous weather protection in the form of awnings or canopies should be provided along retail frontages, including: Cardero Street, the Quay Loop and the buildings fronting the waterfront walkway in Precinct 4. These should have a minimum depth of 1.5 m to permit outdoor displays, as well as to protect the walking space. In addition, weather protection features are encouraged in non-landscaped areas where the public might congregate.

3.5.7 Lighting

Particular attention should be given to the lighting of public and private areas, with a hierarchy of fixture types designed according to functional needs reflecting a traditional maritime character.

This hierarchy should include high level, lower level pedestrian lighting and low level bollard type lighting in localized areas such as plazas, parks, stairways, seating areas, etc. Selection of lamp types should be done to create a warm spectrum of lighting.

3.6 Residential Livability

3.6.1 Dwelling units designed for families with small children should generally be located within the first six storeys of grade. Such units may be located higher where the units have access to an appropriate above grade outdoor play area.

3.6.2 Residential livability of each development and each dwelling unit should be assured using these considerations:

(a) Privacy and Territoriality:
  (i) each unit should have direct access to a private outdoor space or enclosed balcony having a minimum depth of 2.0 m and a minimum area of 4.0 m²;
(b) Individuality and Identity:
  (i) ground floor elements of all buildings should be designed to express individual units within a coherent massing;
  (ii) where landscaping of units occurs in the private zones of those units, it should permit reasonable customization by residents, e.g., planting bed and soft landscaping variations at grade, opportunities to place planters at balconies, etc.;
(c) Choice and Convenience:
  (i) each residential development should provide on-site amenities such as community meeting rooms, fitness facilities, and outdoor recreational space, etc. suitable for the ancticipated population;
(d) Safety and Security:
  (i) each residential development and unit should be designed to be safe and secure yet not fortress-like;
  (ii) buildings should be designed to afford residents both "eyes on the street" and doors on the street;
  (iii) public, semi-public and semi-private spaces should have some degree of overlook from residents' homes;
(e) Interaction with other people:
  (i) each residential building should have its main entrance fronting the street;
(f) Interaction with the physical environment:
  (i) habitable rooms, through location and orientation, should have access to daylight and as much as possible to direct sunlight;
  (ii) units should have one unobstructed view of a minimum length of 25.0 m and should be oriented to longer views where these exist; and
  (iii) semi-private outdoor spaces should be located so as to receive reasonable sunlight during most of the year.

3.7 Public and Private Realm Landscape

3.7.1 Role of Urban Landscape

The landscape should be a major factor in the creation of a livable, healthy and environmentally responsive community, including:

(a) extensive use of soft landscape materials, particularly trees;
(b) the use of permeable materials and natural drainage processes, including channelling, ponding and percolation;
(c) the incorporation of seasonal and coniferous planting;
(d) the avoidance of planting only one species of plant material except in special circumstances; and
(e) the use of successional planting.

The landscape should be used to suggest the separation of public, semi-public and private space. In the private realm the scale, type and spacing of materials may be used to distinguish residential areas from public spaces. Trees should be of sufficient caliper and height to create a reasonable impact when planted.

In the public realm, the landscape should be used to integrate the neighbourhood with adjacent city areas and to emphasize Vancouver's image as a 'green' city. The landscape should be used as a unifying element, linking areas of the neighbourhood with adjacent streetscapes.

Trees on private parcels should be of sufficient size at planting (minimum 60 mm caliper for deciduous trees and 3.5 m height for coniferous trees) to provide immediate impact and minimize future replacement and maintenance costs. Signage on private parcels should in itself be of a form and character recalling the area's historical context.

3.7.2 Parks and Open Spaces

Public space should relfect its neighbourhood context. Parks and public open space should be designed to:

(a) provide for the active and passive recreational needs of residents and visitors;
(b) have strongly defined access points, edges and grade changes to clearly distinguish between public and other open spaces;
(c) ensure safety and security, through the provision of visual supervision from surrounding areas and the use of appropriate materials and equipment;
(d) reference the area's marine history and heritage of rail and waterfront industry, as well as the natural context of succession, habitat, shore processes, etc.;
(e) use the strong, indigenous forms, topography and edge conditions to relate development to its context;
(f) provide a range of opportunity for resident interaction with neighbours and the general public while also allowing choice in the degree of interaction, so as to protect the residents' sense of privacy;
(g) provide diverse opportunities for walking and cycling through the area;
(h) foster the growth of local community culture, with provisions for public art, gathering and community events;
(i) provide pedestrian circulation within parks which is an extension of the circulation patterns in nearby developments and the street system and these should be barrier free;
(j) be durable, having particular regard to the size of plant materials, types of landscape and building materials, and construction details; and
(k) enable their use and enjoyment during wet weather, e.g., careful positioning of dry pathways, selection of fast draining/drying benches, etc.

3.7.3 Streets, Sidewalks and Walkways

Streetscape: The character of streets in the Marina Neighbourhood west of Jervis Street will be different from downtown core streets, in order to emphasize their residential character. Service agreements between the City and the developer will specify the details, types and locations of sidewalk treatments, street trees, street furniture and street lighting. Development on private parcels should coordinate both functionally and esthetically with approved street designs. Signage on private parcels should in itself be of a form and character recalling the area's historical context. For example, awning sign and back-lit fluorescent signs are discouraged while hand-carved and painted wooden signs are encouraged.

The site development, adjacent to the 1500 Block West Hastings Street, should anticipate the requirements for immediate pedestrian and bicycle use of the street and future use by buses.

3.8 Disabled Access

The accessibility needs of the physically challenged should be carefully considered in both the public and private realms to facilitate functional, integrated and comfortable linkages throughout the neighbourhood.

3.9 Parking and Loading Access

(a) Garbage storage and collection as well as commercial and residential loading should be located in service courts and off-street loading bays;
(b) Indoor residential parking should be clearly separated from visitor and commercial parking by fencing, gates and/or level changes within parking areas, with access locations approved by the City Engineer; and
(c) Parking entrances should be enhanced in their design as points of arrival, with appropriate landscaping and other architectural treatment.

3.10 Public Art

The focus for the Coal Harbour Public Art Program should be on stimulating the spirit, joy and enjoyment of the site and community, recollecting the history of the site uses and users and contributing to environmental awareness. Public Art should include art works in the public parks and walkways, as components of or within accessible parts of the private buildings and as programmed events by the community.

3.11 Recycling

Provisions for recycling and refuse containers, for both residential and commercial developments, should be considered for each development parcel.

4 Precinct Guidelines

Figure 8 illustrates the division of the Marina Neighbourhood into land development precincts. On the pages following, specific precinct guidelines are noted. Figure 9 summarizes the range of development opportunities and urban design considerations which are available throughout the Marina Neighbourhood. The following diagrams for each precinct include guidelines covering the boundaries of the building envelope and locations for vehicular and pedestrian access. All dimensions are approximate and subject to confirmation by development applicants. The illustrative plan of the Marina Neighbourhood appended to these guidelines illustrates one form of development which conforms to the proposed building envelopes.

Figure 8. Marina Neighbourhood - Land Development Precincts

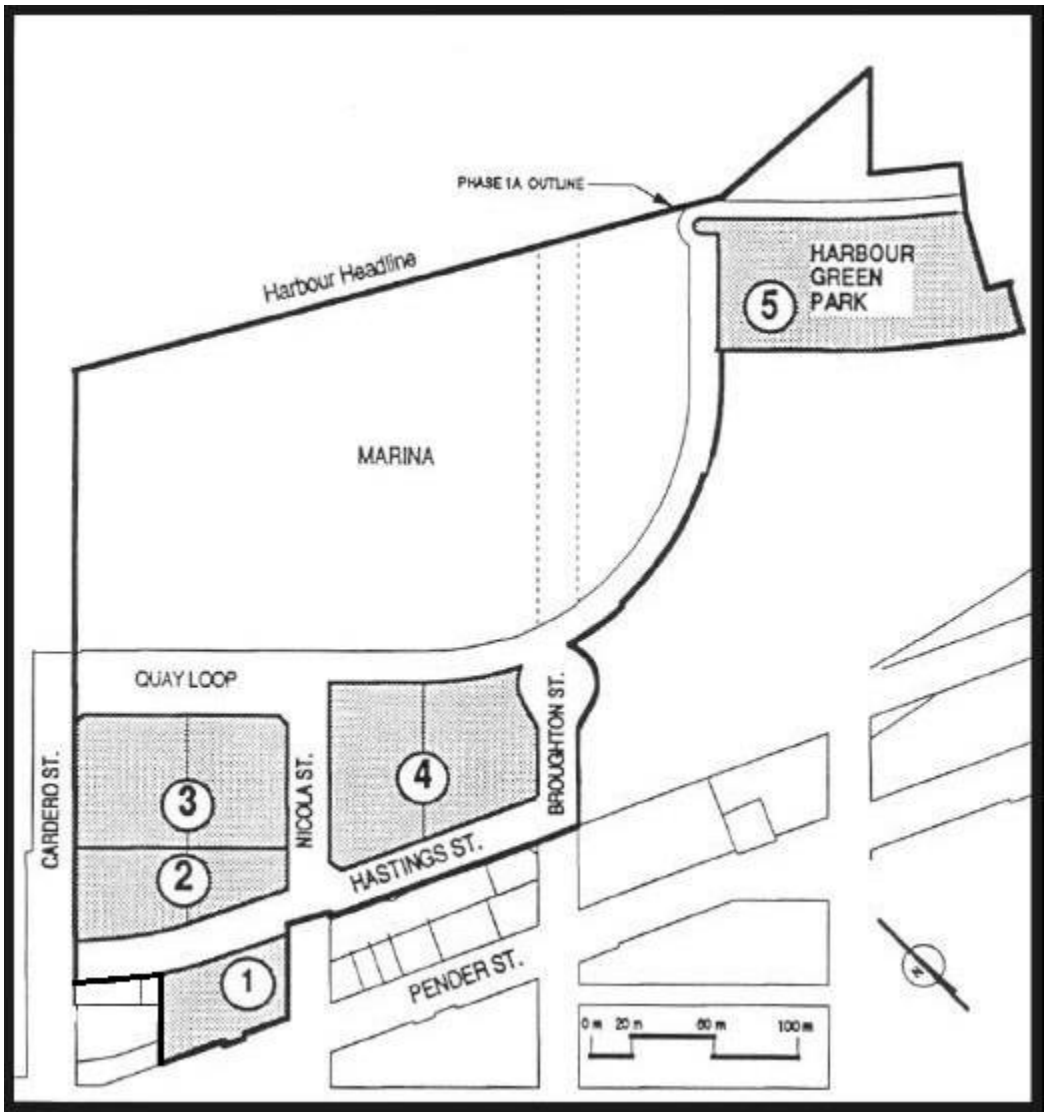
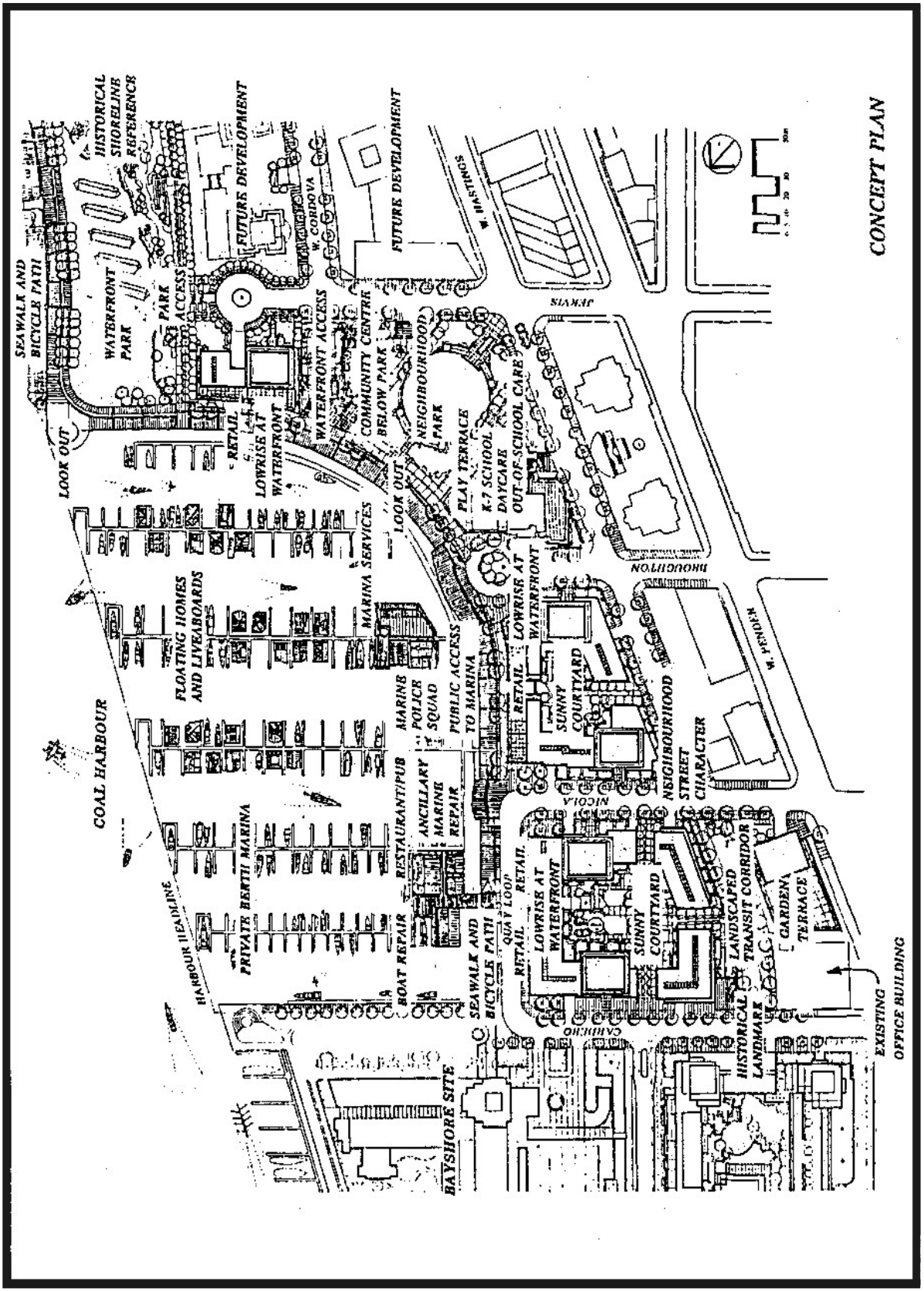


Figure 9. Richness of Place



4.1 Precinct 1 - Pender/Nicola

4.1.1 Building Envelope: Development on this precinct should occur within the bounds of the building envelope outlined in Figure 10 below.

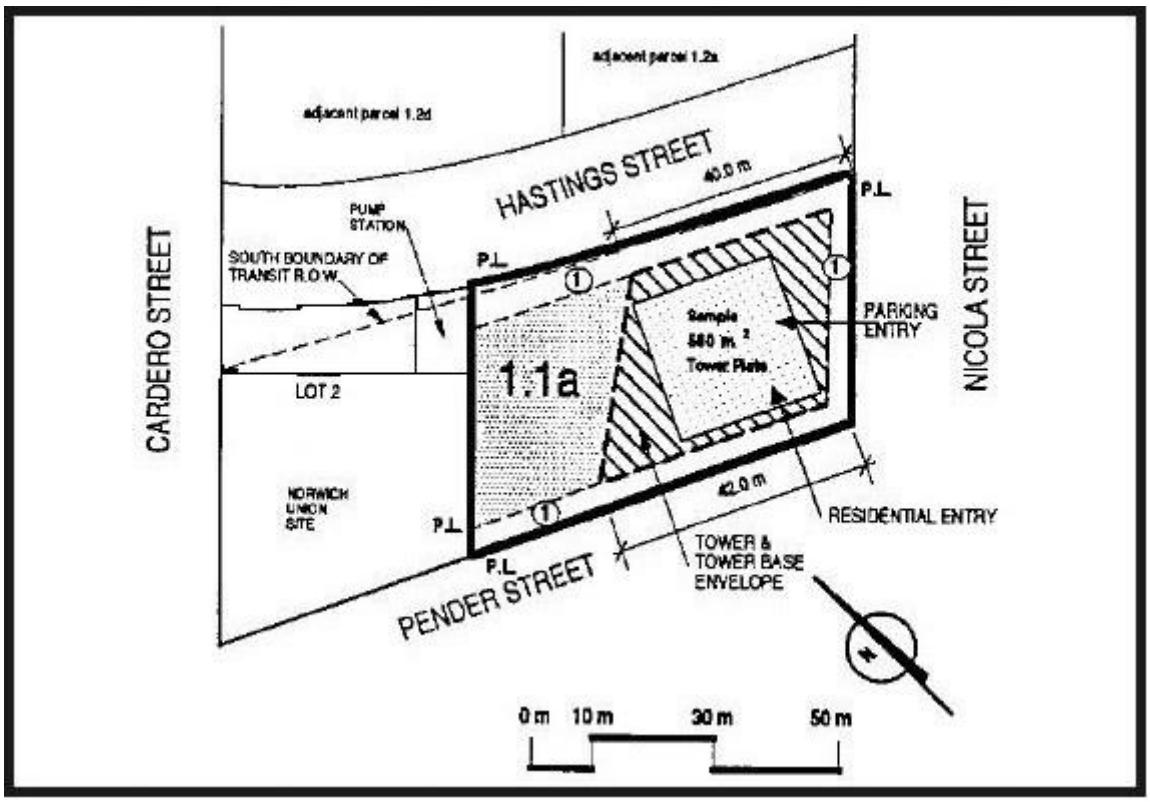
4.1.2 The retail/commercial frontage along Pender Street should form a building edge to the street. The grade change across this property may allow an additional or partial storey of local office use adjacent to Hastings Street.

4.1.3 The western end of the parcel 1.1 retail/commercial podium, adjacent to Lot 2, may be treated as a blank wall but should be faced with brick or stone masonry. The podium roof should be primarily developed as an accessible landscaped open space.

4.1.4 The lower floors of the rental tower may contain amenity uses such as meeting rooms and recreational facilities.

4.1.5 The residential and retail/commercial uses should share parking access off Nicola Street.

Figure 10. Precinct 1 Building Envelope



① 2.0 - 4.0 m setback from property line.

4.2 Precinct 2 - Cardero/Hastings

4.2.1 The courtyard at the centre of Precincts 2 and 3 will be developed in phases as individual lots within each precinct develop, however each development's semi-private outdoor space contribution in this area should be designed to stand alone and to allow for phased development. Provision should be made for access between individual development terrace elevations, and for a coordinated pathway system linking the courtyard to adjacent streets.

4.2.2 Outdoor play areas for children should be given priority among semi-private spaces for access to direct sunlight.

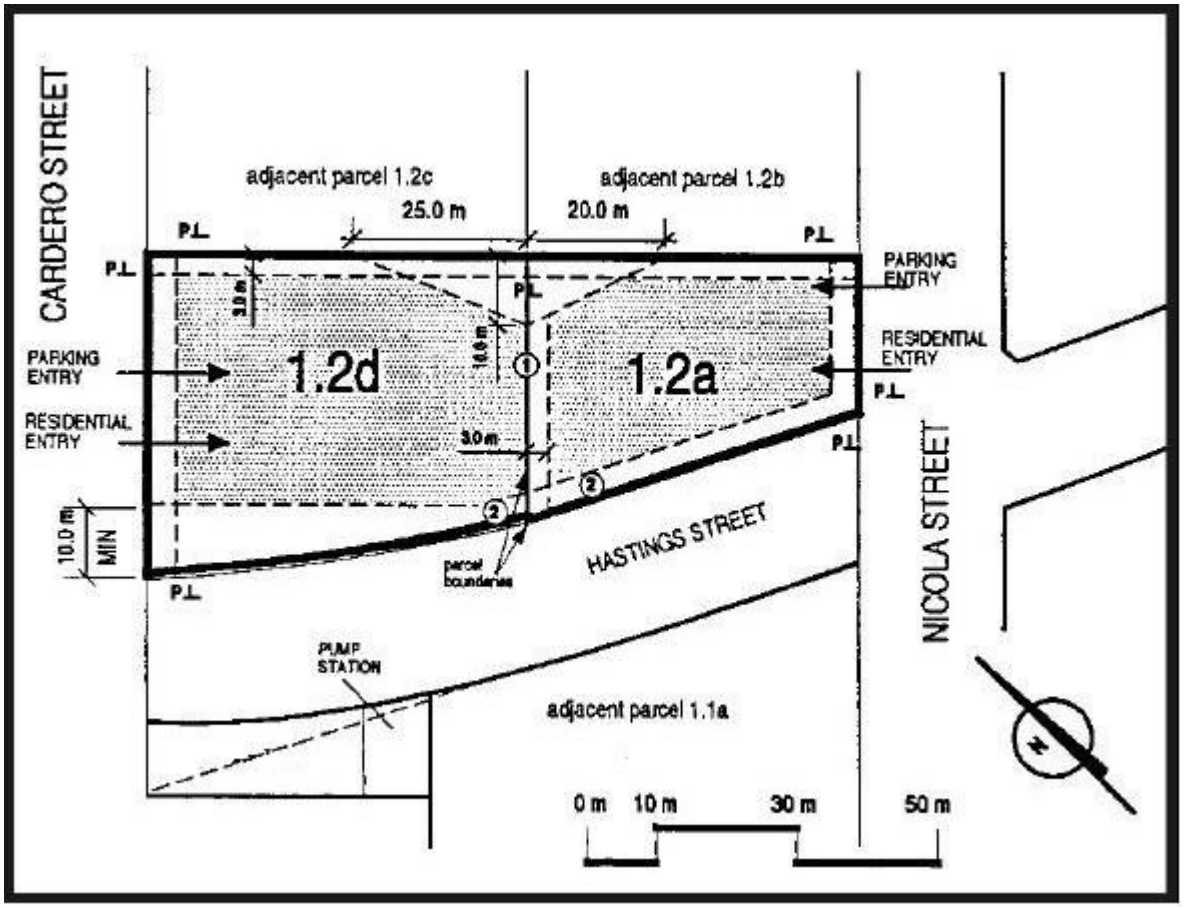
4.2.3 Each building should have units facing onto the central courtyard, and units at the base should have direct access to the courtyard.

4.2.4 At the time of development application for the first lot within the precinct, the applicant should include a concept design for the entire courtyard area. Subsequent designs will be expected to generally incorporate that concept design including the use of compatible hard and soft landscaping materials, circulation patterns, etc.

4.2.5 Building Envelope: Development on this precinct should occur within the bounds of the building envelope outlined in Figure 11.

4.2.6 Primary pedestrian and vehicular acces should be from Nicola Street to Parcel 1.2a and from Cardero Street for Parcel 1.2.d.

Figure 11. Precinct 2 Building Envelope



① No minimum setback, 3.0 m maintenance and spatial separation setback on adjacent lot.

② 2.0 - 4.0 m setback from property line.

4.3 Precinct 3 - Cardero/Quay Loop

4.3.1 The courtyard at the centre of Precincts 2 and 3 will be developed in phases as individual lots within each precinct develop, however each development's semi-private outdoor space contribution in this area should be designed to stand along and to allow for phased development. Provision should be made for access between individual development terrace elevations, and for a coordinated pathway system linking the courtyard to adjacent streets.

4.3.2 Outdoor play areas for children should be given priority among semi-private spaces for access to direct sunlight.

4.3.3 Each building should have units facing onto the central courtyard, and units at the base should have direct access to the courtyard.

4.3.4 At the time of development application for the first lot within the precinct, the applicant should include a concept design for the entire courtyard area. Subsequent designs will be expected to generally incorporate that concept design including the use of compatible hard and soft landscaping materials, circulation patterns, etc.

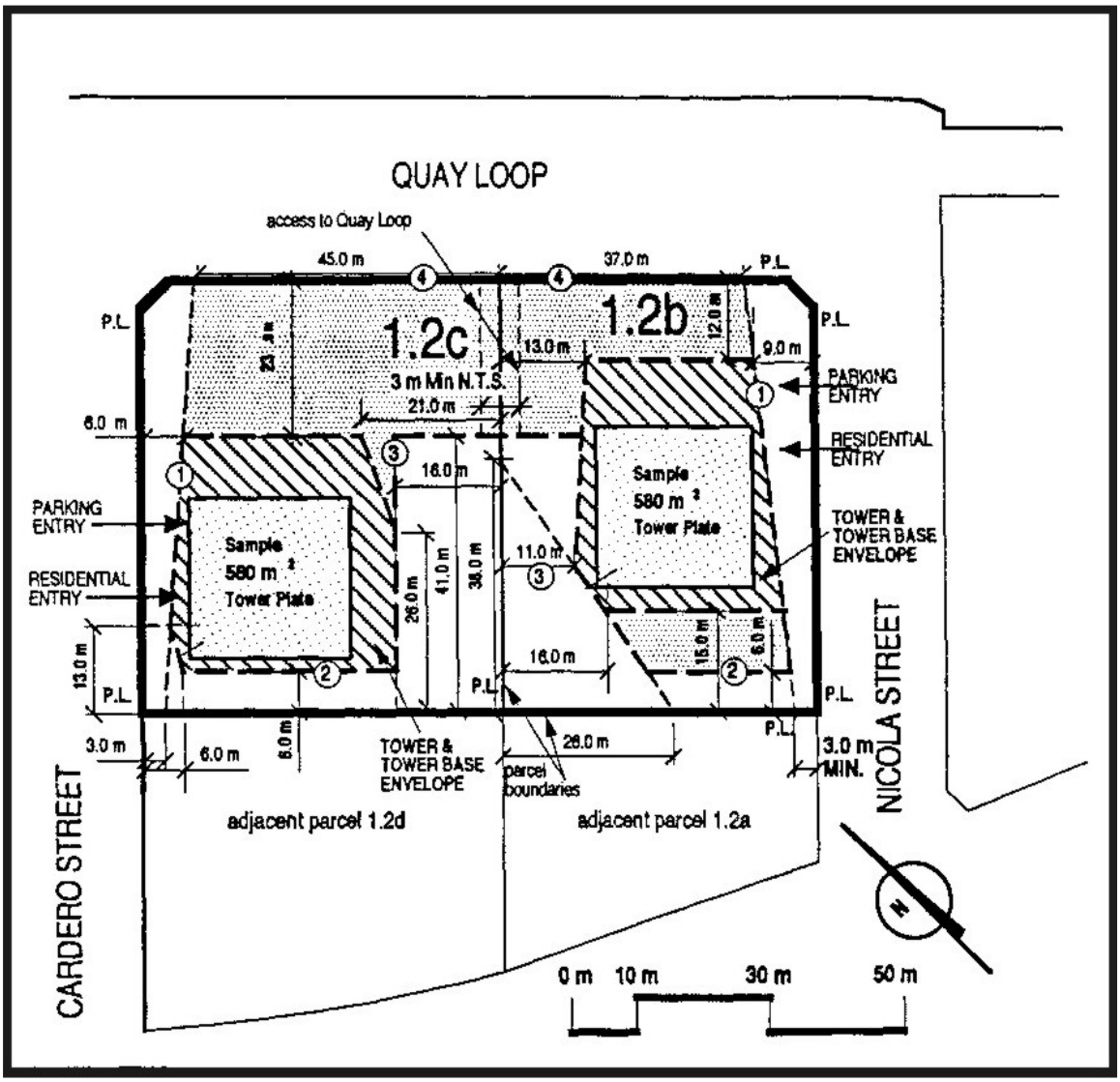
4.3.5 Building Envelope: Development on this precinct should occur within the bounds of the building envelope outlined in Figure 12.

4.3.6 The low-rise buildings facing the Quay Loop should be separated in the middle so that as one approaches from the marine service pier to the north, this opening between the buildings from a gateway to Precinct 3.

4.3.7 Primary access to the residential facilities should be from Nicola Street for Parcel 1.2b and from Cardero Street for Parcel 1.2c. The residential complexes should each have a single main entry for identity and street address purposes, but individual units on the streets at or near grade should have additional front doors and entry courts accessible directly from the street.

4.3.8 Primary access to retail/commercial facilities should be from the Quay Loop and Cardero Street. Entries may be set back from the property line and the residential construction above, to create a covered colonnade for pedestrian circulation, outdoor seating, etc.

Figure 12. Precinct 3 Building Envelope



1. Minimum tower base and tower setback re street-end view (more stringent than private views).
2. Minimum building setback to preserve Bayshore Gardens Drive street-end.
3. Minimum setback to contribute to Precinct 3 courtyard.
4. Build streetbase to property line.

4.4 Precinct 4 - Nicola/Hastings

4.4.1 The courtyard at the centre of Precinct 4 will be developed in phases as individual lots develop, however each development's semi-private outdoor space contribution in this area should be designed to stand alone to allow for phased development. Provision should be made for access between individual development terrace elevations, and for a coordinated pathway system linking the courtyard to adjacent streets.

4.4.2 Outdoor play areas for children should be given priority among semi-private spaces for access to direct sunlight.

4.4.3 Each building should have units facing onto the central courtyard, and units at the base should have direct access to the courtyard.

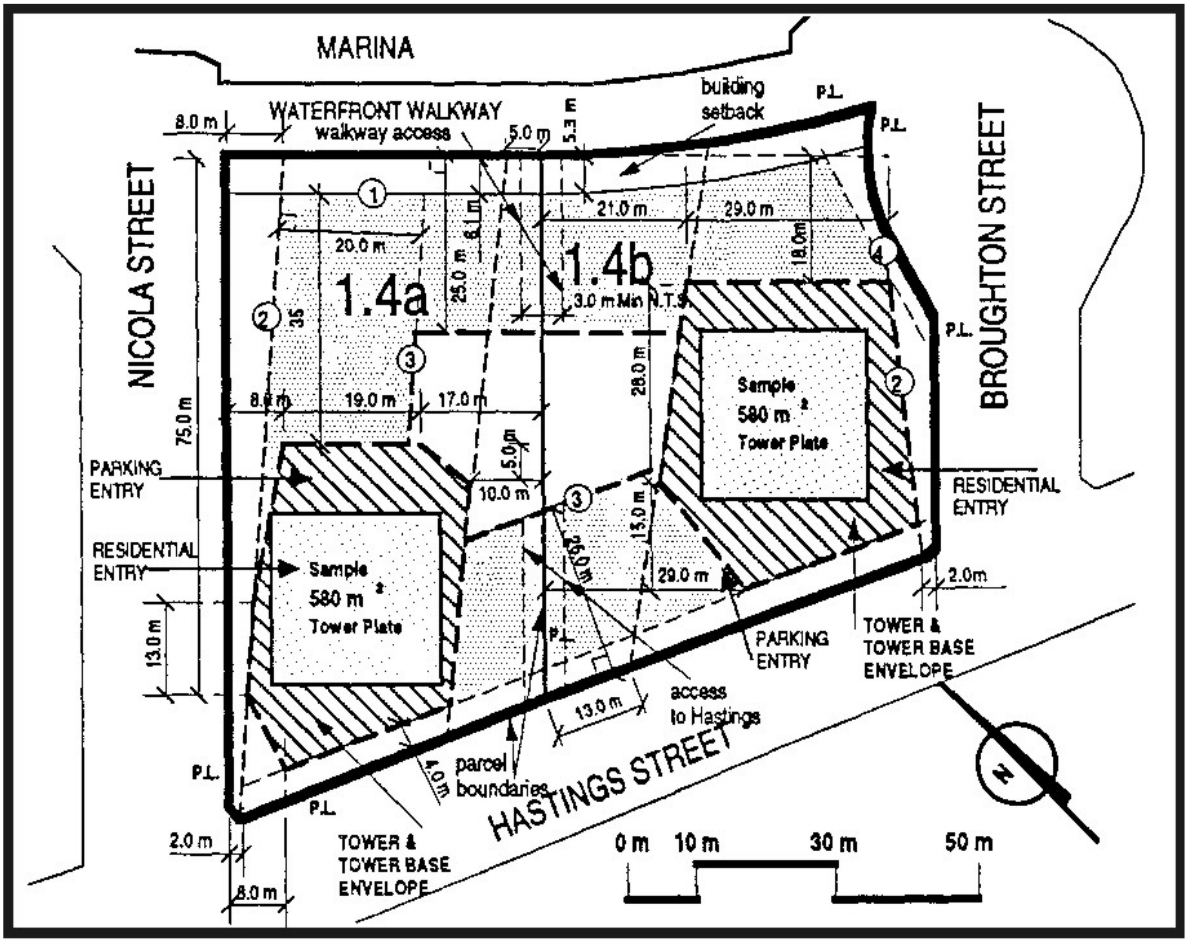
4.4.4 At the time of development application for the first lot within the precinct, the applicant should include a concept design for the entire courtyard area. Subsequent designs will be expected to generally incorporate that concept design including the use of compatible hard and soft landscaping materials, circulation patterns, etc.

4.4.5 Building Envelope: Development on this precinct should occur within the bounds of the building envelope outlined in Figure 13.

4.4.6 Retail/commercial, pedestrian and vehicular access should be from Nicola Street or Broughton Street. However, retail or commercial uses fronting the walkway may have pedestrian access from the walkway. The residential complexes should have their addresses on Nicola or Broughton, but individual units on the street at or near grade should have additional front doors and entry courts accessible directly from the street.

4.4.7 The waterside massing should follow the curve of the property line which parallels the water's edge.

Figure 13. Precinct 4 Building Envelope



(1) "Build to lines.

(2) Street-end views setback - build to within 2.0 m of this line.

(3) Minimum tower and tower base setback re courtyard.

(4) 2.0 - 4.0 m setback from property line.

4.5 Precinct 5 - Harbour Green Park

4.5.1 The Harbour Green Park should be visually integrated, such that a visitor is aware of being in a large, linear, urban park. The park should be unified in the consistent use of ordering elements such as historic references, succession planting, the escarpment and shoreline.

4.5.2 The park should be connected to the waterfront walkway/pedestrian path system and should include a separated bicycle route at the waterfront, and a series of promontories at the south edge overlooking the waterfront.

4.5.3 The park should include space for active and passive recreation. This should include level grass areas for informal, spontaneous play and gathering and school activities. Also, there should be space and facilities for individual and group picnics, interpretation and civic events.

4.5.4 The edge conditions of the historic shoreline and escarpment are fundamental to the design. At the "historic shoreline", natural shoreline processes should be reflected in the successional planting and the wet drainage area. The grade change due to the escarpment should be featured in the creation of promontories and the development of stair/ramps. The collection of runoff from the east portion of the escarpment walk should be visible and detailed so as to highlight Vancouver's rainfall. From the west portion the runoff should be channelled to recharge the "wet landscape"/historic shoreline area.

MARINA NEIGHBOURHOOD (300 Cardero Street) CD-1 GUIDELINES

HISTORY OF THE MARINA NEIGHBOURHOOD SITE

An important element in determining future development for a site involves effectively searching out its past. Research at the Vancouver Public Library, Vancouver's Archives and the National Archives Map Collection in Ottawa has provided a base of information to build and reflect upon.

The most valuable maps of past development in the Marina Neighbourhood were the fire insurance maps. These documents, updated frequently, indicated the character, height, occupancy and uses of buildings over time. In practice, each change to a site's construction was overlain on the original base until the layers of overlays became so significant as to require a map redraw to maintain legibility. In this way, the history of Coal Harbour has been documented as layers of development upon which future designers will overlay a new layer of development.

A Capsule History of the Marina Neighbourhood Site

The southerly boundary of the site follows a low relief escarpment which demarcates the original high water level. The site has been largely created by filling operations at various times. By 1910 the present area of tracks was largely in place. The rail lines were surrounded by lumber storage areas, both on raised wooden platforms and on fill. During the period 1930 to 1940, the former lumber storage area was extended seaward by filling and developed for a marina and ship building and repair yard. By approximately 1960 these yards were substantially closed, with the old buildings remaining and subsequently adapted for uses such as the Keg Boathouse Restaurant.

A portion of the site just north of the railyard was used as a tank farm for fuel oil storage from approximtely 1910 to 1975. A shipping wharf and C.P.R. transfer slip was developed adjacent the farm; the wharf was demolished in 1977 while the C.P.R. wharf and ferry terminal continue to operate.

Historical Layering Diagrams

The attached six diagrams summarize the uses and disposition of building mass on the site, over time. Shoreline and rail line configurations for various times are also noted. The information is included as one source of inspiration for designers of subsequent development on the site. Original diagrams are available upon request.

Figure A1. Historical Layering Key Diagram

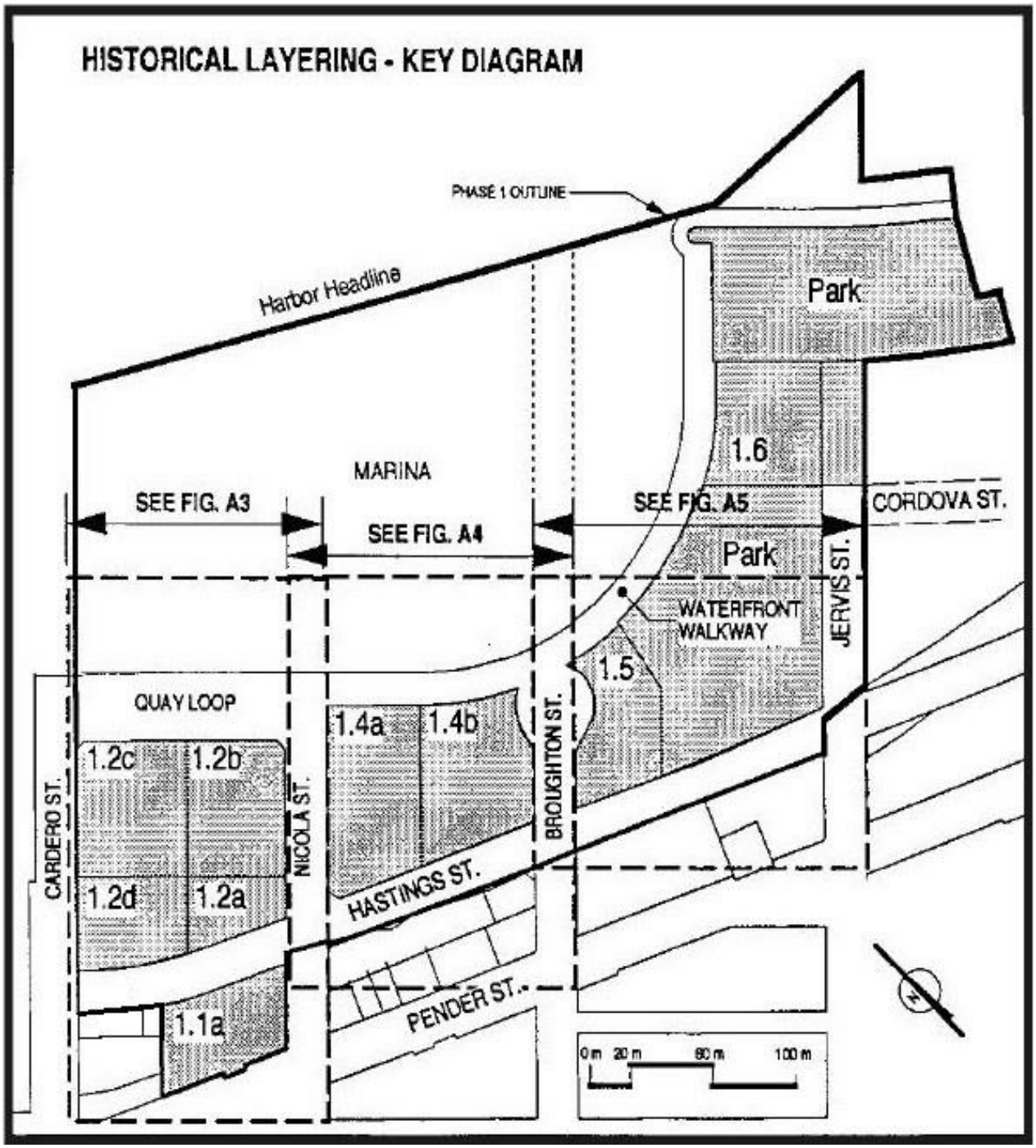


Figure A2. Key

CIRCA 1897

A1 Floating Dock
A2 Boat Building
A3 Boat NSR

CIRCA 1912

B1 Pacific Coast Lumber Co. (1910)/Bidlake Cedar Co. (1919)
B2 Pacific Coast Lumber Co. Wooden Platform (1910)
B3 Delapidated Houses (1919)
B4 Fuel Oil Unloaders
B5 Vancouver Dredge (1919)/ Pacific Coyle Navigation Co. Ltd. (1925)
B6 Coal Bunkers
B7 Fuel Oil Tank (1912)
B8 Fuel Oil Tank (1912)
B9 Fuel Oil Tank (1912)

CIRCA 1925

C1-C4 Unknown
C5 Marine Repairs
C6 Office
C7 H & B Machine Shop
C8 Autos
C9 Watchman
C10 Winch Ho
C11 Unknown
C12 W.R. Menchions & Co.
C13 Columbia Works
C14 Unknown
C15 Boat House
C16 Unknown
C17 Floating Dock
C18 Wright Shipyards
C19 Grain Door Repair Shop
C20 Aitken Tug & Barge Co.
C21 Boat Houses
C22 Machine Shop
C23 Diesel Fuel Tank
C24 Fuel Oil Tank
C25 Gasoline
C26 Pump

CIRCA 1960

D1 Lady Alexandra Shipyard
D2 Engine Repairs
D3 Machine Shop
D4 Auto
D5 Office
D6 W.R. Menchions & Co. Boat Building
D7 Bel-Aire Shipyards (1930-60)
D8 Unknown
D9 Woodward's Marine Store/Storage
10 Marine Eng.
D11 Unknown
D12 Wright Shipyard
D13 Aitken Shop
D14 Office
D15 Machine Shop
D16 Woodworking

CIRCA 1991

E1 Pub
E2 Boat Building & Repair
E3 Marine Electric Sales
E4 Dry Dock
E5 Boat Moorage
E6 Keg Restaurant
E7 Boathouse Marine Supply Store & Offices
E8 Yacht Sales & Charter
E9 Transport Truck & Trailer Parking
E10 Yacht Sales
E11 Air Dock
E12 Air Terminal
E13 Office Barge/Yacht Charter

Figure A3. Historical Layering - Precinct 1

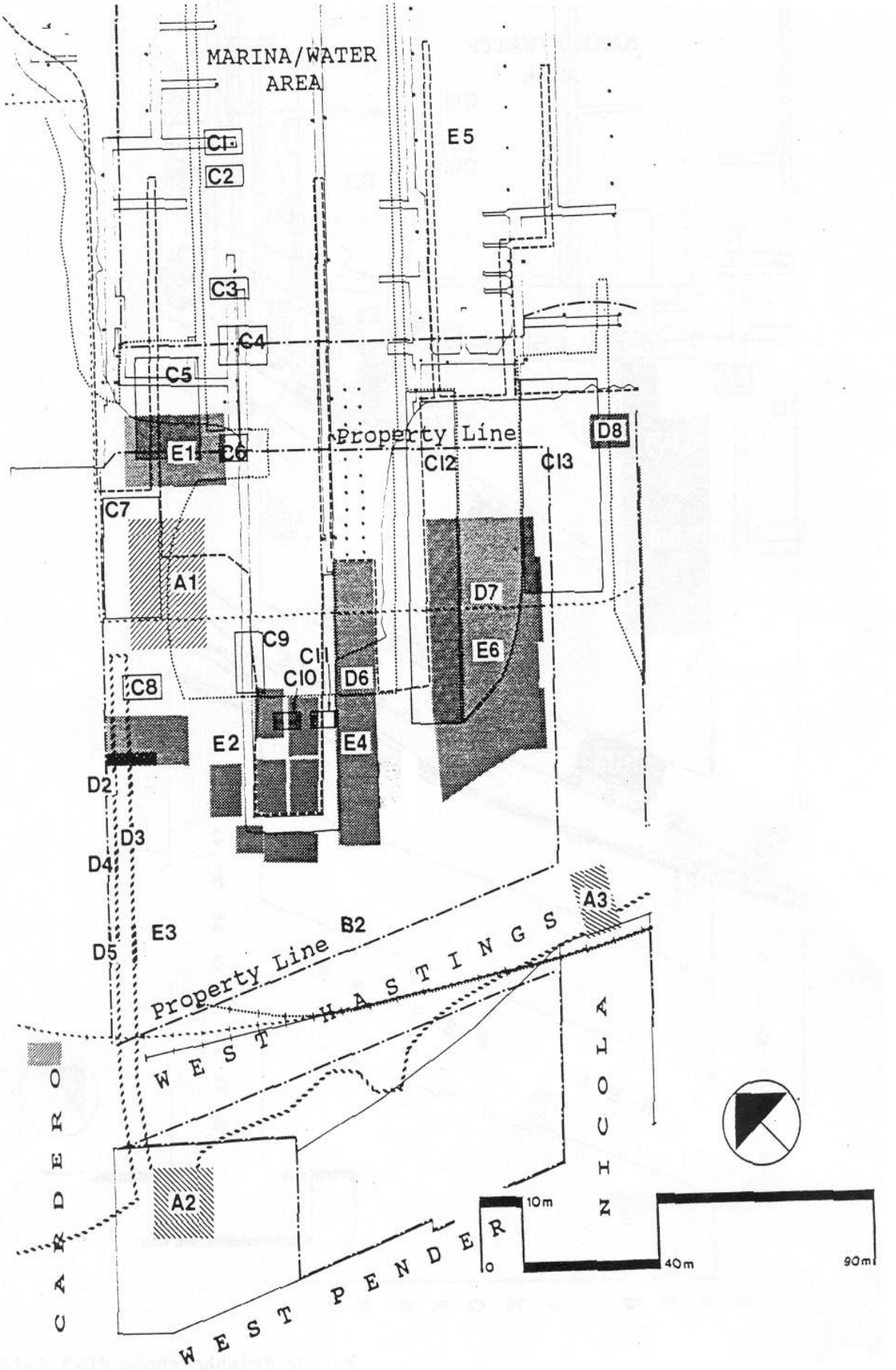


Figure A4. Historical Layering - Precinct 2

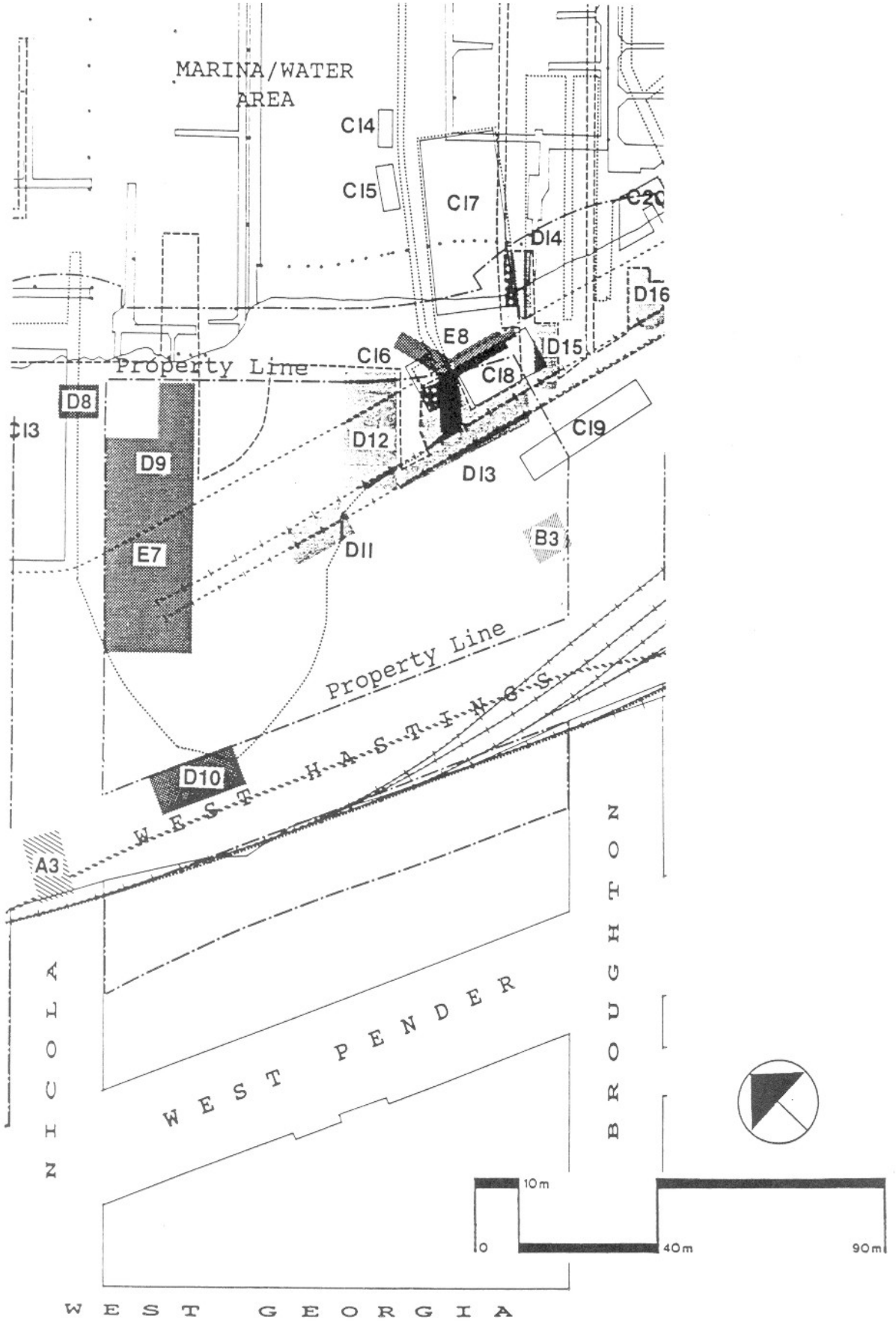


Figure A5. Historical Layering - Precinct 3

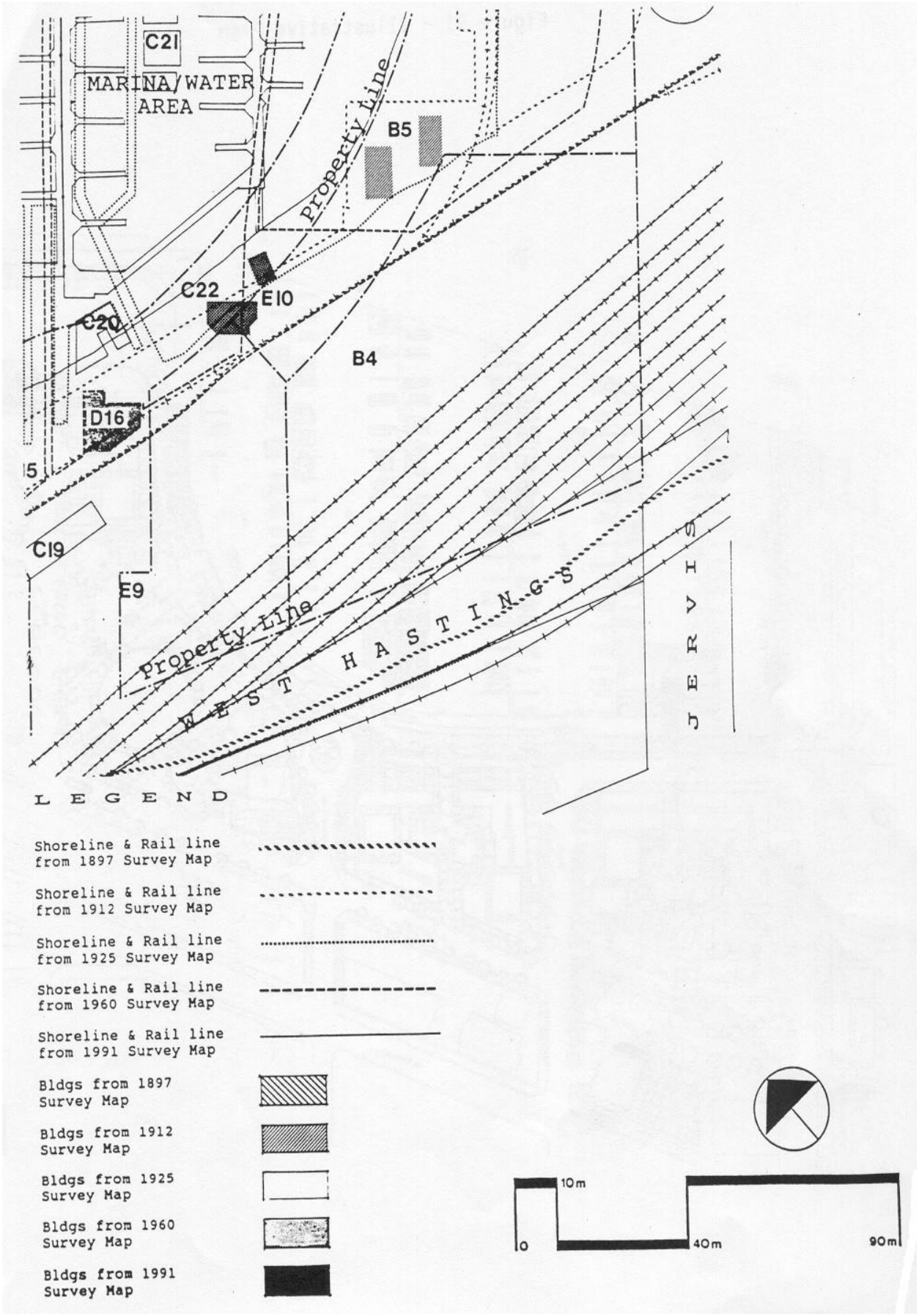


Figure B1. Illustrative Plan