

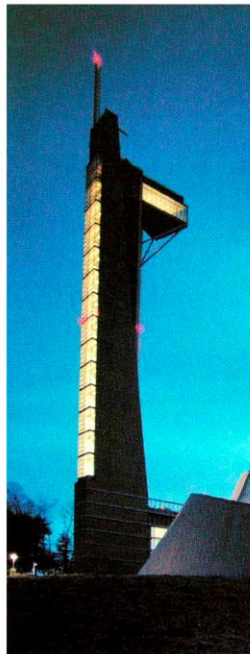
Bulletin

Vancouver Convention Centre Expansion Project
(VCCEP) Supplementary Bulletin: *Water-Oriented
Development

Effective April 19, 2005

Authority: Director of Planning





This Bulletin supplements the Council-approved Coal Harbour Official Development Plan, the CD-1 (363) 201 Burrard Street By law No. 7679, the Burrard Landing (201 Burrard Street) CD-1 Guidelines and the Vancouver Convention and Exhibition Centre CD-1 Guidelines – 100 Thurlow Street, taking into account the evolving design of the Convention Centre (preliminary DE408490 approved in principle by the Development Permit Board – Sept. 13, 2004); relevant preliminary “prior-to” conditions (“Prior-to” Letter of September 29, 2004); CD-1 Text Amendments approved by Council (Nov. 16, 2004); and relevant commentary provided by the Development Permit Board on February 28, 2005 (see DPB Minutes dated February 28, 2005).

The City’s review of specific Development Applications for water-oriented uses will be subject to consideration of input from the public, including area residents, downtown interest groups, and advisory groups such as the Urban Design Panel.

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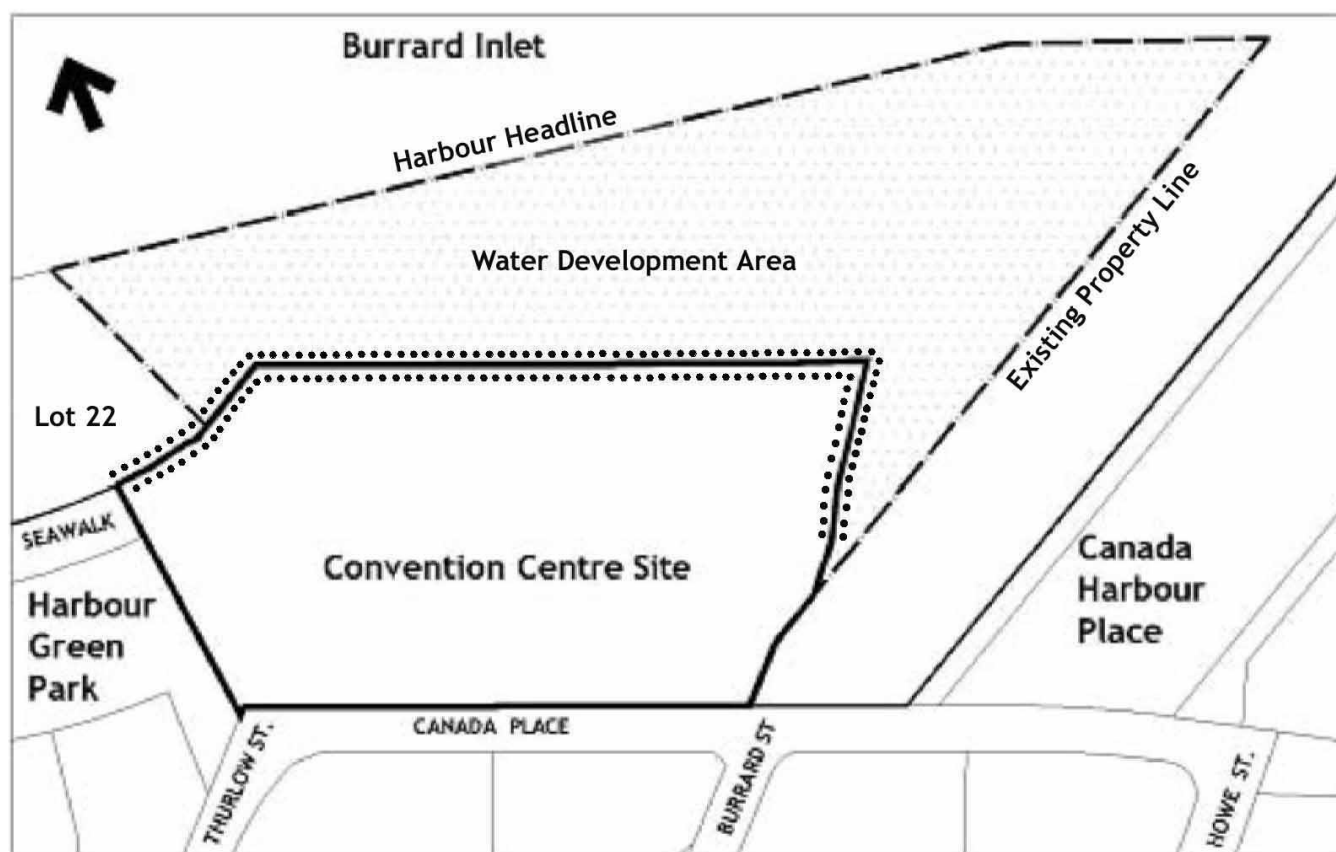
VCCEP BURRARD LANDING SITE – WATER-ORIENTED DEVELOPMENT

1 INTENT

This Bulletin should be used in conjunction with the Coal Harbour Official Development Plan (CHODP), the CD-1 (363) 201 Burrard Street By law No. 7679, the Burrard Landing (201 Burrard Street) CD-1 Guidelines, the Vancouver Convention and Exhibition Centre (VCEC) CD-1 Guidelines – 100 Thurlow Street, and to guide development of this portion of the VCCEP Burrard Landing site, in order to achieve the publicness, connectivity and animation desired for water-oriented development. The elaboration provided in this Bulletin, which references the Council-approved Burrard Landing (201 Burrard Street) CD-1 Guidelines (Nov. 1996) related to marina development, reflects the evolving VCCEP development proposal (1055 Canada Place – DE408490) approved in principle and underway for the land-based portion of the site, along with the relevant “prior-to” conditions accompanying that approval-in-principle. As well as assisting the parties responding to the anticipated Request for Proposals (RFP) for the water-oriented and land-based commercial components on the site, this Bulletin will be used by City staff to evaluate proposed water-oriented development which will include floating and fixed components on the water and fixed water-oriented components (generally at el. 3.5 m) that are integral with or connected to the water’s edge of the convention centre, in addition to connecting vertical and horizontal circulation elements (elevators, stairs, ramps and walkways).

The water-oriented portion of the site comprises approximately 5 hectares (12 acres) of water area as well as the water’s edge perimeter of the convention centre. The water area is generally bounded by the Coal Harbour water area (Lot 22) in front of Harbour Green Park to the west, the Burrard Inlet water area at the foot of Burrard Street to the east, Thurlow Plaza and the perimeter waterfront walkway/bikeway adjacent to the Convention Centre to the south, and the Harbour Headline to the north (see Figure 1 below).

Figure 1: Water-Oriented Development Boundary



2 ORGANIZING PRINCIPLES

The water-oriented portion of the site is organized around the continuation of the waterfront walkway/bikeway system rising up from Harbour Green Park around the water perimeter of the Convention Centre to the foot of Burrard Street; the lower level access system from Waterfront Road including the westerly pedestrian/bicyclist access route and seawall parking/drop-off facility beneath Harbour Green Park ("Park transition zone"); the lower level walkway and water-oriented commercial space(s) at the west/northwest corner; a principal outboard public elevator/stair connecting the lower level walkway, upper walkway/bikeway, Thurlow Plaza and Convention Centre parking; and the northeast corner vehicular drop-off/turn-around with associated outboard elevator/stair connection to the upper walkway/bikeway and Convention Centre parking.

Key organizing principles guiding the pattern of water-oriented development are:

- (a) Maintaining the sense of a diverse urban waterfront, with 'working' marine uses and commercial along the water's edge and floating on the water;
- (b) Ensuring that the diversity of uses, ease and attractiveness of public access, and overall layout and design is integrated with, complementary to and enhances the Convention Centre uses and designed so as to draw the general public to this water-oriented portion of the site year round;
- (c) Creating a lively array of public-oriented uses linked along the water's edge to the waterfront walkway/bikeway by a system of lower level fixed walkways and floating piers, and strategically located vertical elevator connections that attracts the general public;
- (d) Building on the waterfront setting, by retaining and enhancing those waterfront uses essential for the city's transportation needs, marine infrastructure, tourism and contributing to the site's special character;
- (e) Locating any recreational/public water-oriented uses generally closer to the westerly side of the site near Harbour Green Park;
- (f) Maintaining and expanding public view opportunities of the waterfront activity, water and the North Shore mountains; and
- (g) Ensuring that public access to the waterfront and full accessibility to the area is provided for all people, including the disabled.



“Working” marine commercial supports water-based uses



Public attractions on the water add diversity

3 GUIDELINES

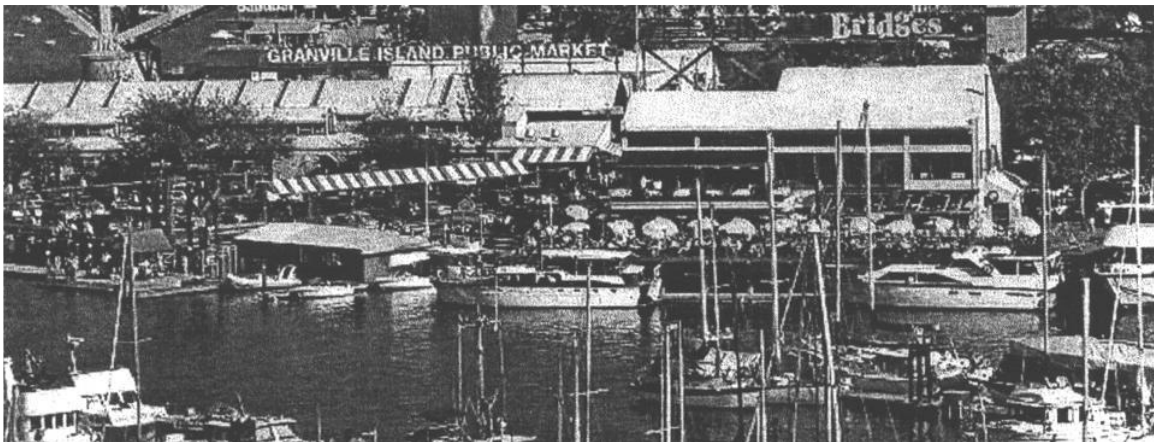
3.1 Uses

- (a) A broad mix of water-oriented uses should attract the general public as well as specific user groups to the lower water's edge, making this waterfront area a highly public, vibrant place easily accessible through multiple connections to the upper waterfront walkway/bikeway and other adjacent public spaces.
- (b) The following range of uses is permitted and encouraged to be provided in the water-oriented areas in order to foster a high degree of public animation, vibrancy, variety and interest along the lower waterfront edge:
 - Float plane terminal;
 - Marina for charter boats (harbour tours, etc.) and public/private moorage (including pump out facilities);
 - Temporary Moorage (visiting boats);
 - Ancillary office/storage required for marina and float plane terminal operations;
 - Retail/Service, including Restaurant (both fixed at level 3.5 m, and floating on the water);
 - Marine Repair Facilities (small scale);
 - Pedestrian Ferry Service (small scale); and

- Other uses contributing to public activity and attractiveness that are compatible with the above and with the Convention Centre.



Alternate water-based passenger transport (Pedestrian/Bicyclist Ferry at Granville Island)



Granville Island boat basin animated by active, water-oriented uses

3.2 Public Access

The ease and attractiveness of the public access system provided for the water-oriented uses adjacent to the Convention Centre on the waterfront will ensure that these uses are active and can draw the general public to the waterfront on a year round basis. This includes a comprehensive system of walkways, both fixed and floating, drop-off areas, stairs and elevator connections at strategic locations, as shown in Figures 2 & 3 (page 5).

- (a) Public access to the various marina-related fixed or floating piers should be maximized with at least one continuous 'loop' system connecting to the two principal public elevators, as well as to other portions of the waterfront walkway/bikeway above thereby avoiding 'dead-end' sections which discourage pedestrian movement.

- (b) A fixed public lower waterfront walkway (approximate el. 3.5 m) provides access from the Coal Harbour Seawall and Waterfront Road pedestrian/bicycle link (Park transition zone “Portal”) around the northwest corner and eastward along the northerly frontage to the public elevator/stair linking to the upper walkway/bikeway and Thurlow Plaza. This walkway should have a minimum width of 4 m, and be functionally and architecturally integrated with the inboard associated commercial space.

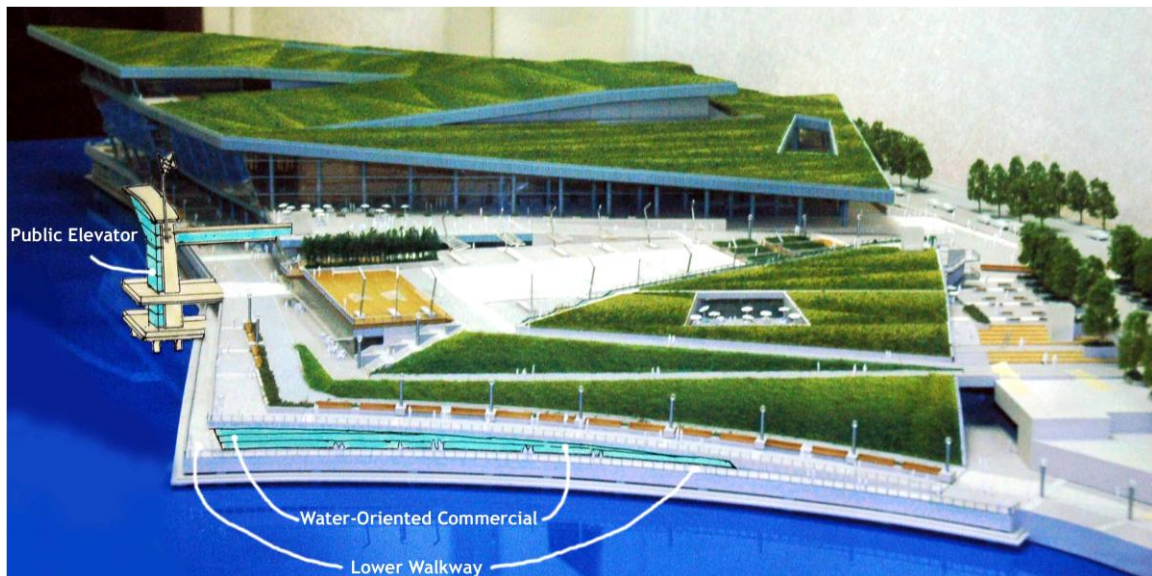


Illustration of lower level walkway, water-oriented commercial and public elevator connecting water uses to upper walkway/bikeway, Thurlow Plaza and Convention Centre parking

- (c) Public access to the seaplane terminal, charter boats and floating retail should be generously sized and clearly signed. Public sections of floating walkways should have an unobstructed minimum width of 2 m (6.6 ft.), with a preferred width of 3 m (10 ft.).

Figure 2: Public Access: Lower Level

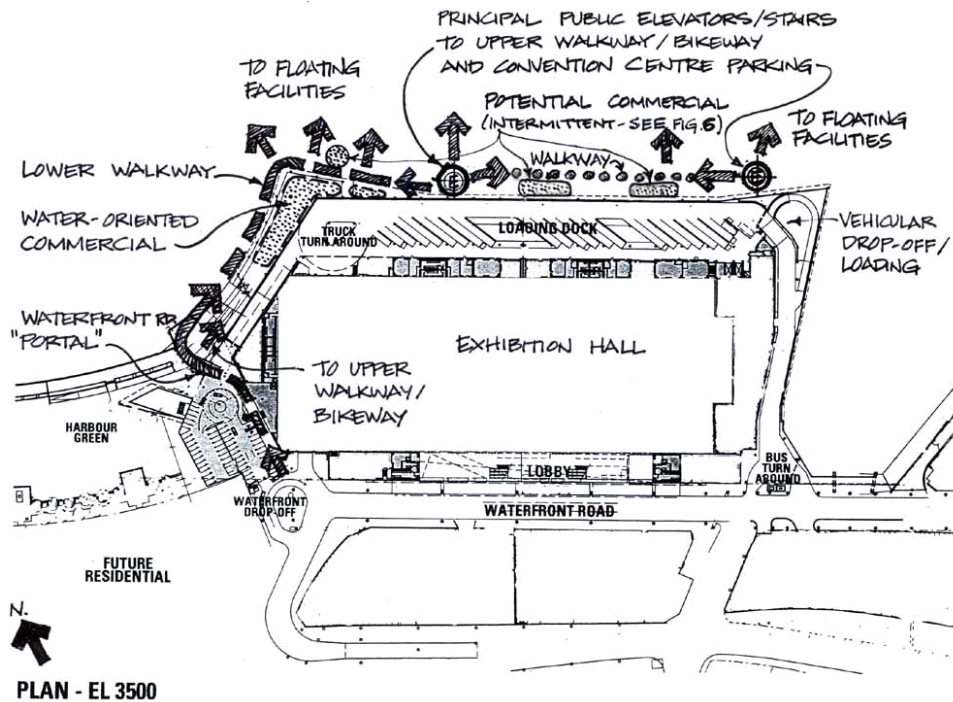
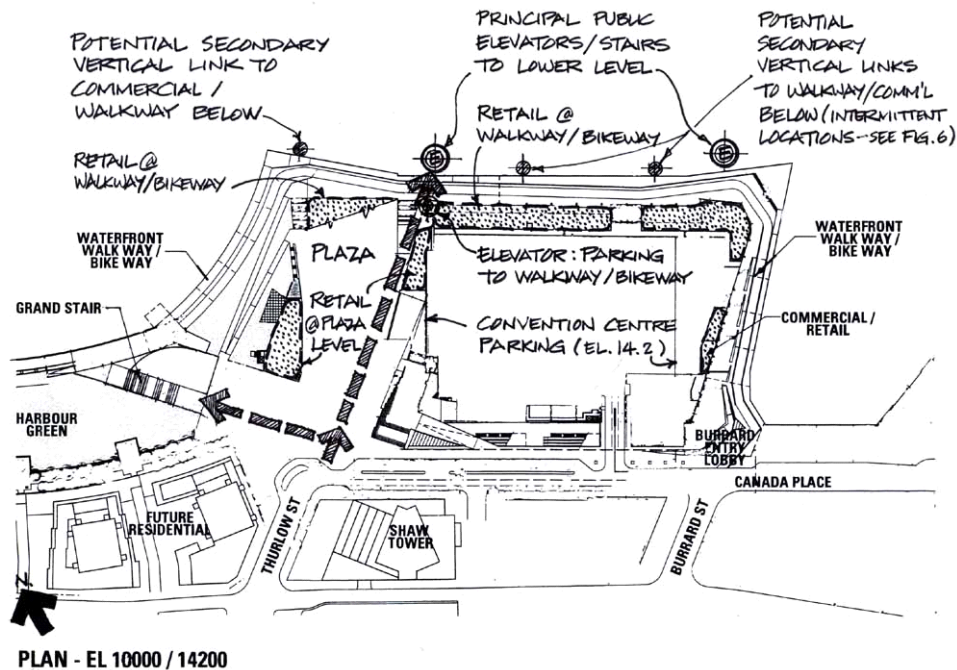


Figure 3: Public Access: Upper Walkway/Bikeway & Plaza Levels



- (d) All uses should be directly accessible from the upper waterfront walkway/bikeway, or from the lower level fixed (3.5 m level) and floating walkway systems.
- (e) Disabled access to the floating walkway system will be required by means of specially designed inclined lift systems integrated with the access ramps.
- (f) Public elevator/stair connections should be:
- carefully integrated with other building activities;
 - easily identified by their architectural distinctiveness and excellence, and through high quality, co-ordinated directional signage;
 - highly transparent and visible from adjacent public spaces for safety and identity; and
 - predominantly clear glass with any solid materials to be of high quality materials that discourages graffiti.



Consideration should be given to weather-protected public escalators integrated with access stairs for improved waterfront access



Distinctively shaped public piers are encouraged



Davie Street-end public pier connection providing full accessibility

3.3 Siting

- (a) Larger commercial vessel moorage and uses, including seaplane floats and facilities, should be located east of a line extending directly north to the harbour headline from the northwest tip of the upper waterfront walkway/bikeway promontory (refer to Fig. 4; page 8). The terminal and ticketing/waiting room facilities for the seaplane operation(s) should be located in close proximity to the seaplane docks, either in a fixed inboard facility or in an outboard facility integrated with the seaplane moorage.
- (b) Open water shall be maintained to the satisfaction of the Vancouver Port Authority between the easterly Canada Harbour Place pier and any proposed new moorage areas, to maintain adequate manoeuvring space for cruise ship access.
- (c) The orientation of floating structures and docks within the marina area should consider the intent to maximize the northerly open water and mountain views from the upper waterfront walkway/bikeway. Excepting the possible floating breakwater referred to in (d) below, floating docks should be oriented as much as possible in a northerly direction with areas of open water between them. Floating or fixed structures should be sited to preserve street-end view corridors and oriented to present their narrowest sides to the principal viewing directions (generally north) and viewpoints along the waterfront walkway/bikeway.
- (d) To buffer the marina and seaplane moorage areas from prevailing easterly winds and Burrard Inlet marine traffic swells, a floating breakwater pier arrangement should be considered along or near the harbour headline at the north-easterly end of the water area.
- (e) The public, local-serving pedestrian ferry dock should be located at the westerly side of the water area, close to the covered pedestrian/bicycle link to Waterfront Road (Park transition zone “Portal”), and with a convenient connection to the “grand stairs” and public parkade elevator connecting to the upper Thurlow Plaza.

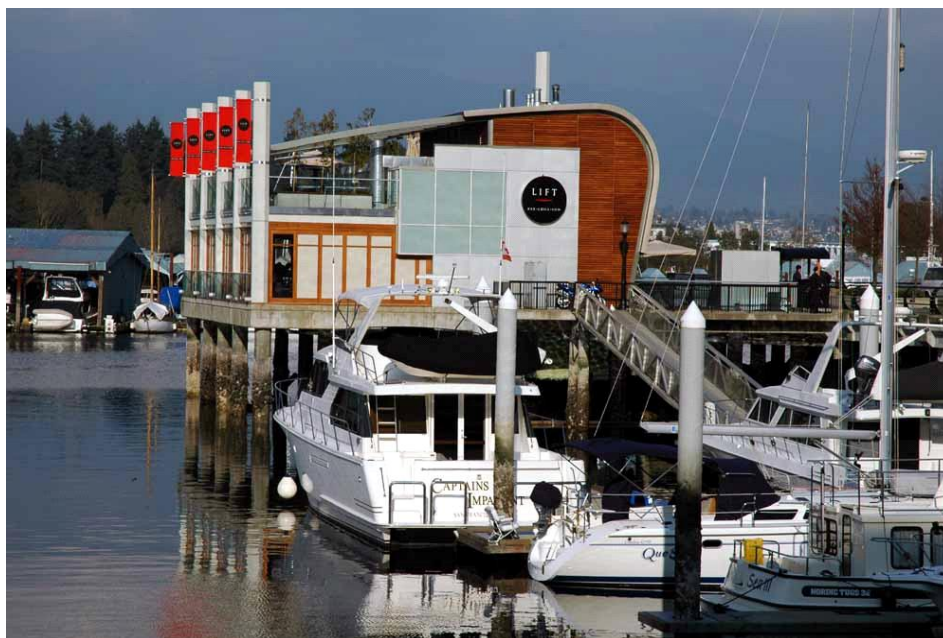
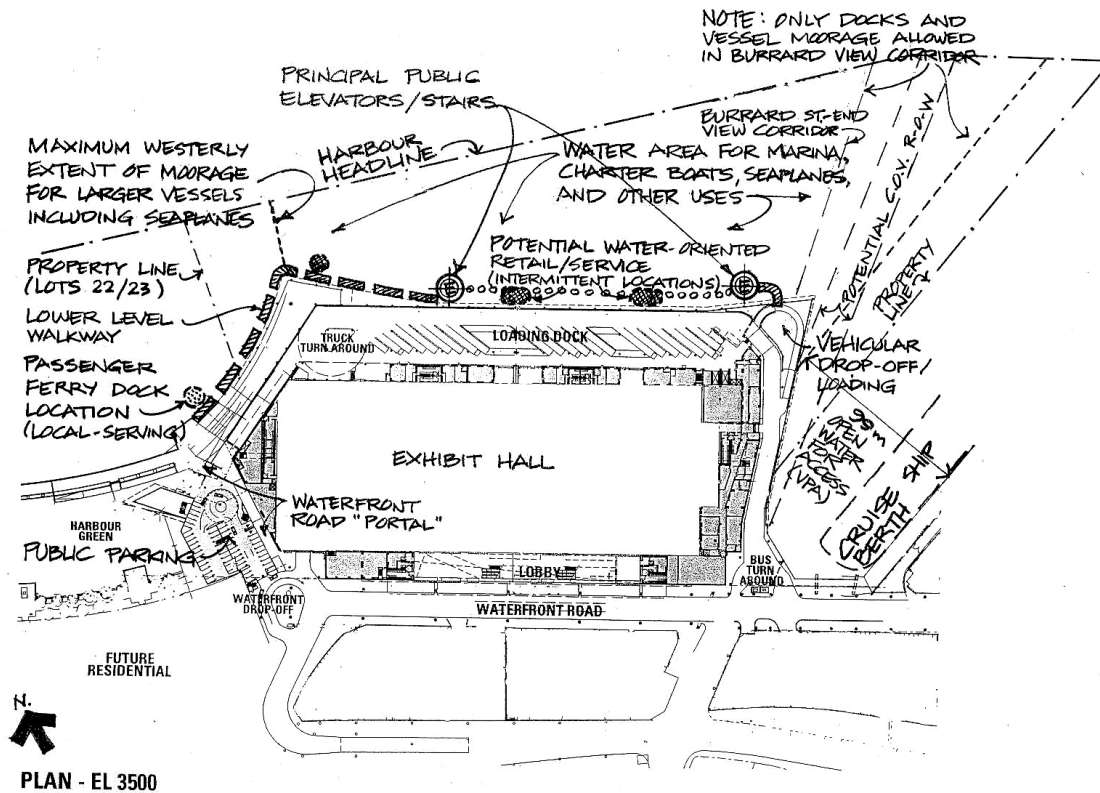


Visiting ship pier access on waterfront
(New London, Connecticut)



Local-serving passenger ferry dock at Foot
of Davie Street (False Creek North)

Figure 4: General Siting Considerations



Example of waterfront restaurant ("The Lift" on the Coal Harbour Seawall)

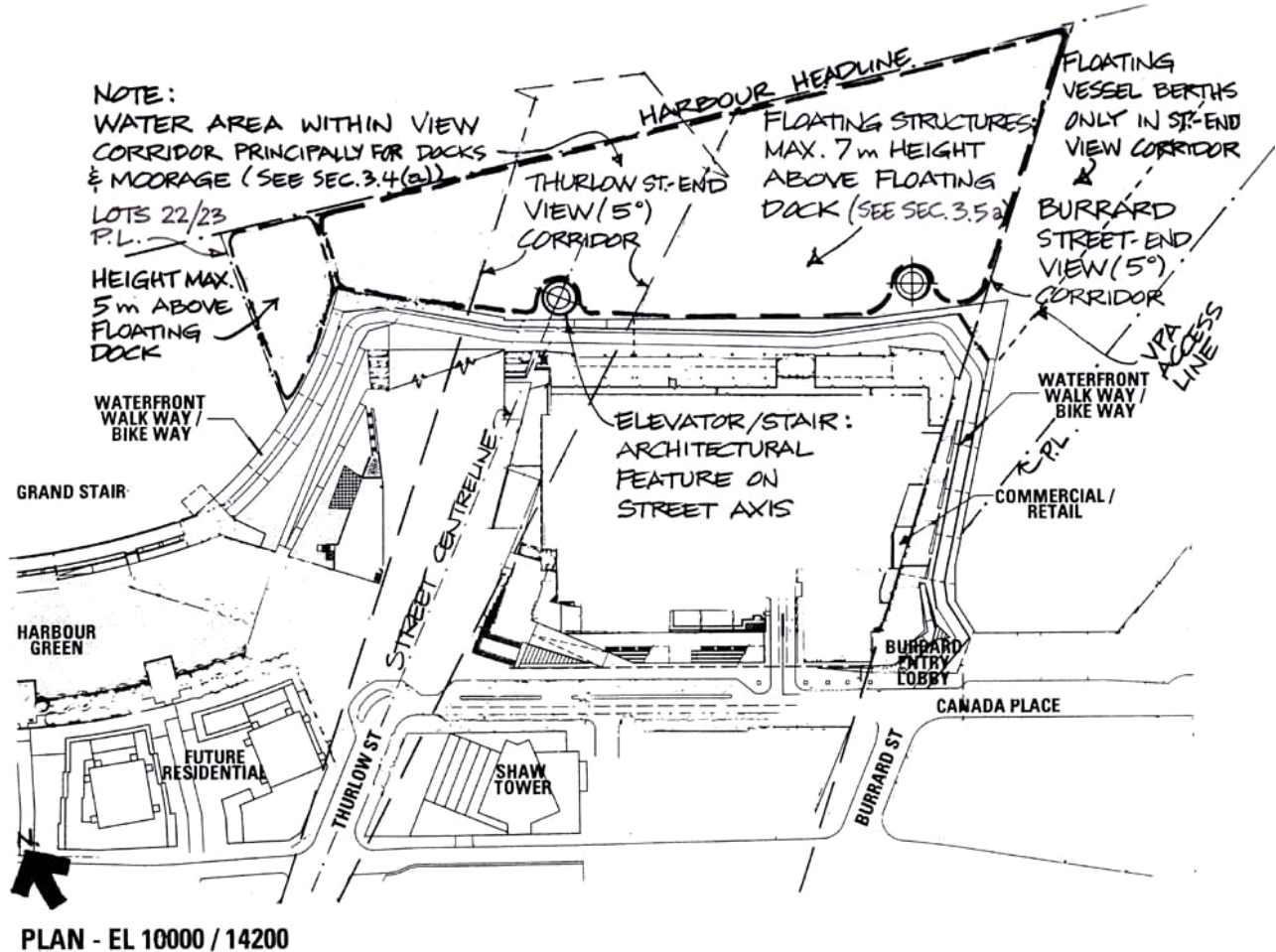
3.4 Views

- (a) Floating or fixed structures should be located to preserve street-end view corridors (see Fig. 5). However, within the Thurlow Street view corridor, minor intrusions may be considered for intermittently spaced floating and/or fixed structures, including access (elevators, stairs) providing public amenity and high quality architecture adding visual interest to the water view.
- (b) Public views from the upper walkway/bikeway should be maximized through generous spacing of any floating or fixed structures along the water's edge and in the marina(s), and by limiting their height (including architectural appurtenances and any screened mechanical equipment) to not exceed el. 9.0 m geodetic. [Note: Relaxation of this height may be considered in exceptional cases to a maximum el. 14.0 m geodetic for minor, architecturally exemplary, highly transparent elements needed for access to the walkway/bikeway (entry, stairs, elevator). Refer to Figs. 3 & 5 and Section 3.5 Massing Controls.]



Views to open water, Stanley Park, and mountains from walkways and public spaces should be maximized

Figure 5: View Corridors/Heights



3.5 Massing Controls

- (a) Height: Structures located on or over the water area should not exceed a height of el. 9.0 m geodetic including any appurtenances or mechanical equipment which must be architecturally integrated into the structure and completely screened from view. To accommodate this height limit, floating structures must not be higher than 7.0 m above connecting floating docks (assumed to be at el. 2.0 m geodetic at high tide). Typically, one storey or one storey plus mezzanine structures incorporating interesting roof forms are encouraged. Unarticulated two storey flat roof structures are unacceptable. Furthermore, floating or fixed structures located west of a line extending north to the harbour headline from the northwest promontory should not exceed a maximum height of 5.0 m above dock level (refer to Fig. 5, page 9). Relaxation of height to a maximum el. 14.0 m geodetic may be considered in exceptional cases for minor elements

extending above the upper walkway/bikeway level along the north side of the Convention Centre that provide public access to uses below subject to consideration of, among other factors:

- Transparency of materials that minimize view blockage; and
 - Architectural quality and scale contributing to pedestrian interest and character of the walkway experience.
- (b) **Width and Length:** Floating and fixed structures in the marina water area should be sized and oriented to maximize public views and open water area. Structures fixed or adjacent to the north face of the Convention Centre loading docks are encouraged to provide additional space for water-oriented uses as well as adding interest and visual diversity to this prominent north-facing side of the Convention Centre (see Fig. 6). The upper portions (above el. 9.0 m geodetic) of fixed structures attached to and accessed from the upper walkway/bikeway should not exceed a width of 5.0 m (18 ft.), measured along the walkway edge (see Fig. 6).
- (c) **Location and Spacing:** Floating and fixed structures in the marina area should be intermittently located and spaced so that gaps for public views of at least 30 m (100 ft.) are provided between individual structures located adjacent to the waterfront walkway edge. Consideration should also be given to allowing for a variety of views from the marina area back to the inboard retail uses fronting the waterfront walkway/bikeway.

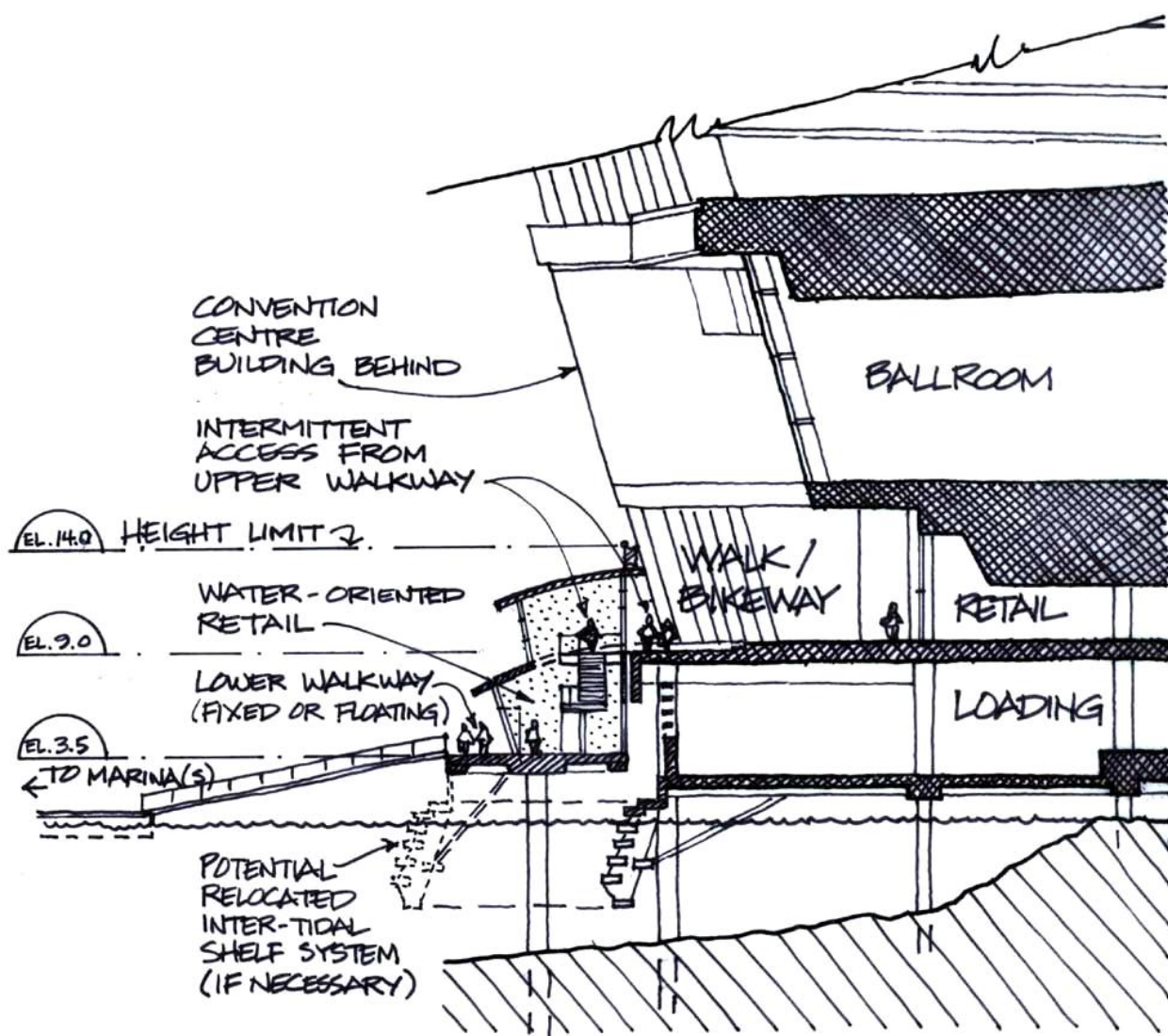


Example of fixed, outboard waterfront restaurant with distinctive curved roof form ("The Lift" on the Coal Harbour Seawall)



Flat roofed, box-like forms, as on this floating office structure in Coal Harbour, are not encouraged for Burrard Landing

Figure 6: Section showing relationship of “intermittent” water-oriented commercial at north face of Convention Centre with access to upper walkway/bikeway (Refer to Fig. 3 & 4 for potential locations)





Boat moorage (particularly large vessels) parallel to walkway that limits open water views is discouraged.



Covered walkway provides outdoor eating opportunities at water's edge

3.6 Architectural Expression, Details, Colours and Materials

- (a) All structures on the water or along the water's edge should have a marine character incorporating:
- simple but distinctive forms and shapes reflecting the working waterfront and nautical themes with a contemporary imagery;
 - expressive roof forms that fully screen mechanical equipment from overview;
 - use of painted or stainless steel pipe rails, guards and balustrades;
 - nautical detailing; and
 - extensive use of clear glass.

Existing examples reflecting these objectives are illustrated below.



Cardero's Restaurant (fixed structure) with its nautical "wave form" roof



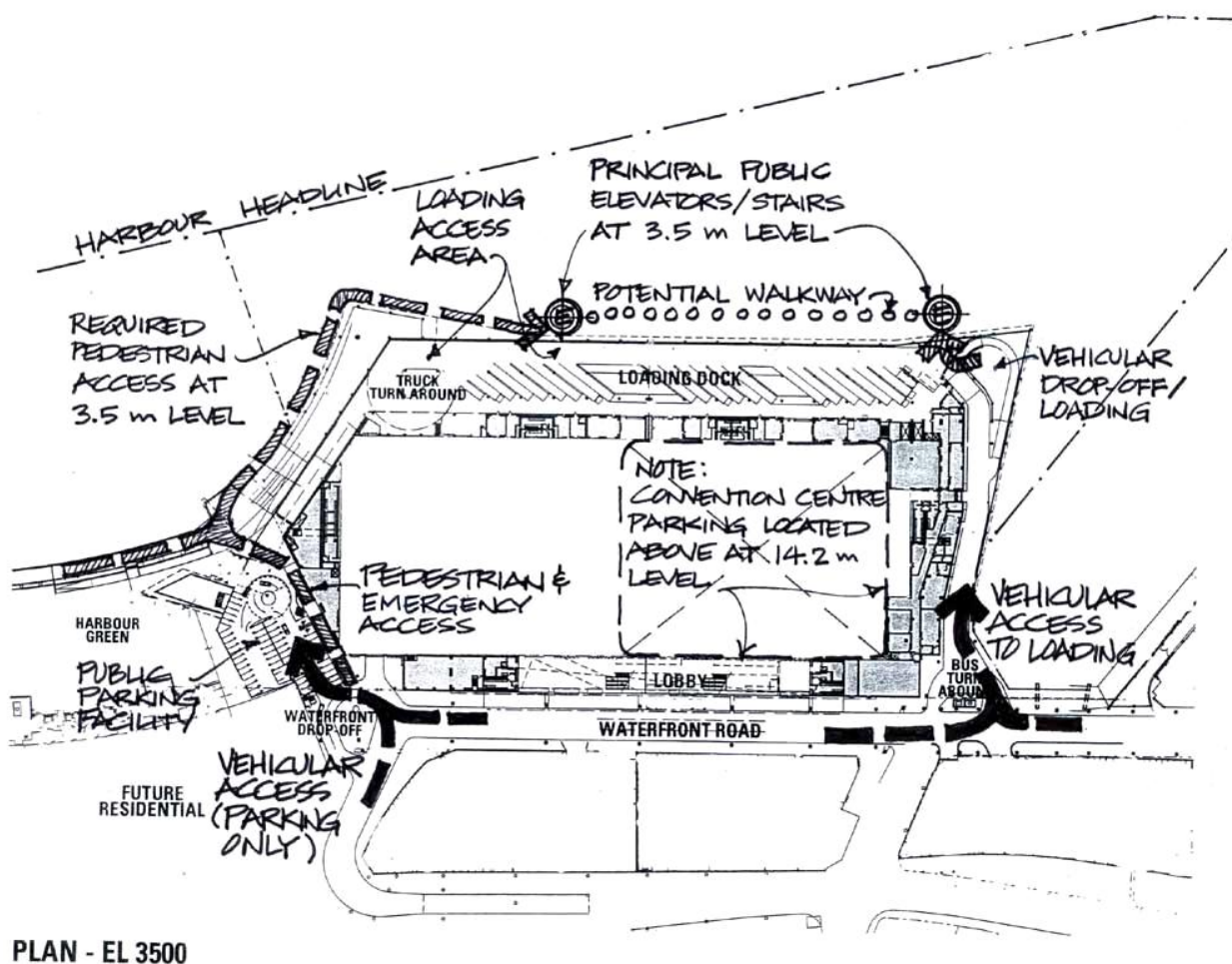
"Wright Mariner" floating retail/office building with simple shed form roof

3.7 Parking and Loading

- (a) Additional parking for the water-oriented commercial uses beyond that already indicated shall not be required to be constructed on this site. However, payment-in-lieu and/or arrangements for additional off-site parking may be required to meet the demands of the water-oriented development.

- (b) Water-based commercial uses should be serviced (loading, garbage, etc.) from the lower level street system (Waterfront Road) via the easterly vehicular access to the Convention Centre loading docks. Special provision should be made for loading and garbage collection/storage for any restaurant uses. No loading provisions for water-oriented uses will be allowed within the City-owned parking facility in the westerly Park transition zone. A loading/servicing management plan will be needed to comprehensively address the anticipated demands (see Figure 7 below).
- (c) Any needed service elevator connections to the lower level water-oriented uses must be independent from public elevators and should not conflict with public access to and enjoyment of the lower and upper level walkway system.

Figure 7: Parking and Loading Access



3.8 Signage

The applicable Signage By-law provisions for the Convention Centre site and the water area is Schedule B (DD). A fully integrated and comprehensive signage, way-finding and lighting strategy is expected for the Convention Centre site which should co-ordinate with the water area public access system and its water-oriented commercial development.