

17. INDUSTRY AND INTERIM USES

ISSUES

Should the existing seaplane operations be retained and relocated to the east end of Coal Harbour, and are proposed residential uses compatible with this transportation use given the noise conflicts?

Should a new heliport facility be considered for the easterly end of Coal Harbour, possibly in conjunction with the planned seaplane operation?

The gradual phasing out of the rail/ferry operations could result in significant noise problems in close proximity to residential uses for a considerable time. If the proposed architectural noise abatement treatment along Jervis Street (the proposed cutoff location for Marathon's Phase 1) results in a lifeless blank facade, the urbanity of that street could be compromised.

Full development of the waterfront may take in the order of 20 - 30 years. In the interim the owners will likely wish to use portions of their sites for temporary (interim) uses which generate revenue.

Interim uses can contribute to or detract from permanent uses, the shoreline and water experience, and views across the water. If the public seawall, walkway and parks are required up front, then water-oriented interim uses could be hampered.

A working small-boat harbour may require some light industrial ancillary services and facilities. These activities may have negative impacts in residential settings.

Certain land use changes could have an impact on the adjacent Port of Vancouver, if the Port's needs and requirements are not taken into account during the planning of the Coal Harbour area.

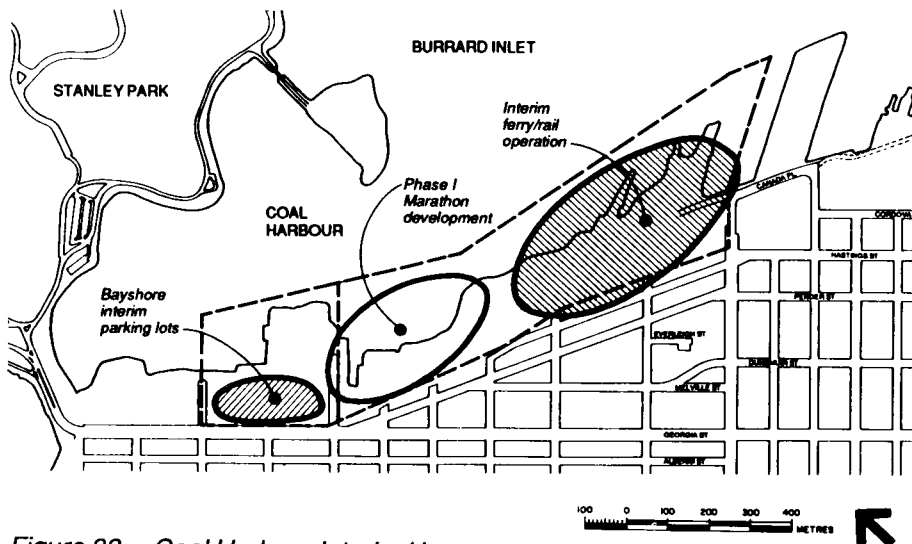


Figure 22. Coal Harbour Interim Uses

FACTS

The CPR has decided to initiate a phased removal and relocation of its rail and ferry operations on the Marathon site. Hazardous goods shipments have ceased since 1986. The westerly shunting tracks are rarely used and will be removed west of Jervis Street by 1990. The rail-ferry operation in the centre of the site is proposed to remain in operation until at least 1995.

In 1988 there were approximately 30,000 take-offs and landings of seaplanes in Coal Harbour. The most westerly seaplane docking terminal is at the Bayshore site, but most are located on the Marathon site east of Jervis Street.

Residential within 1300 feet of seaplane takeoff may well experience noise peaks in excess of 85 dBA. Operations are during the daylight hours only, hence evening noise would not be a problem.

Water area leases in the Marathon site are on a short-term basis (maximum 5-year period), with the expiry date for most of 1990.

Five marine-oriented industrial uses and five seaplane operations exist in the Coal Harbour area at this time.

Mentions Shipyard located at the westerly end of the Marathon site is the last remaining boat repair facility and marine ways in the Coal Harbour area capable of servicing wooden boats and a variety of vessel sizes.

Limited opportunities exist to relocate industrial and commercial operations out of Coal Harbour to other locations east of Burrard Street.

PAST POLICY

1979 CWD ODP:

- Relocation of existing rail operations encouraged (west of Burrard Street).
- Seaplanes encouraged to continue operations (as long as negative effects on the new urban uses and the vessel traffic in Burrard Inlet are minimized).
- Interim uses including marine, commercial and light industrial facilities which currently exist on the waterfront on a temporary basis can continue for 10-15 years before redevelopment occurs.
- Interim uses also can include new temporary facilities which are compatible with future urban uses.
- Significant upgrading of interim facilities may be required to improve their compatibility with new development.

POLICY

Allow long term industry in the Marathon site only to the extent that it is essential to a working small-boat harbour, is compatible with residential and retail uses, is relatively small-scaled, is self-contained, and depends upon a location at the water's edge.

On the Marathon site, provide in the first phase of development the full range of marine servicing industrial uses that are needed to sustain a working small-boat harbour.

Restrict industry from the Bayshore site except for the limited use of boat repair facilities in marinas that are meant solely for the purpose of marina tenants on a short term, small-scale basis.

Facilitate interim uses -- some of these may be of an industrial nature -- provided they are compatible with anticipated permanent uses, the shoreline and water experience, and views across the water.

Discourage new interim uses that are not movable, low-intensity or low in capital investment and thereby avoid extending their life expectancy.

Encourage the relocation of the existing seaplane transportation services to a new, shared, centralized marine terminal facility at the eastern end of the site near the foot of Burrard Street. Integrate this with other public-oriented waterfront uses planned as part of the emerging Canada Place/Burrard activity focus.

Provide special acoustic treatment to residential units situated near or adjacent to industrial uses such as railyards, boat repair facilities or seaplane terminals.

Allow for the continuing effectiveness of the adjacent Port of Vancouver through proper planning and consultation with the Vancouver Port Corporation.

SPECIFIC TARGETS

In the Marathon site, in the order of 20,000 sq. ft. of space for marine repair and servicing facilities is encouraged and may be permitted.