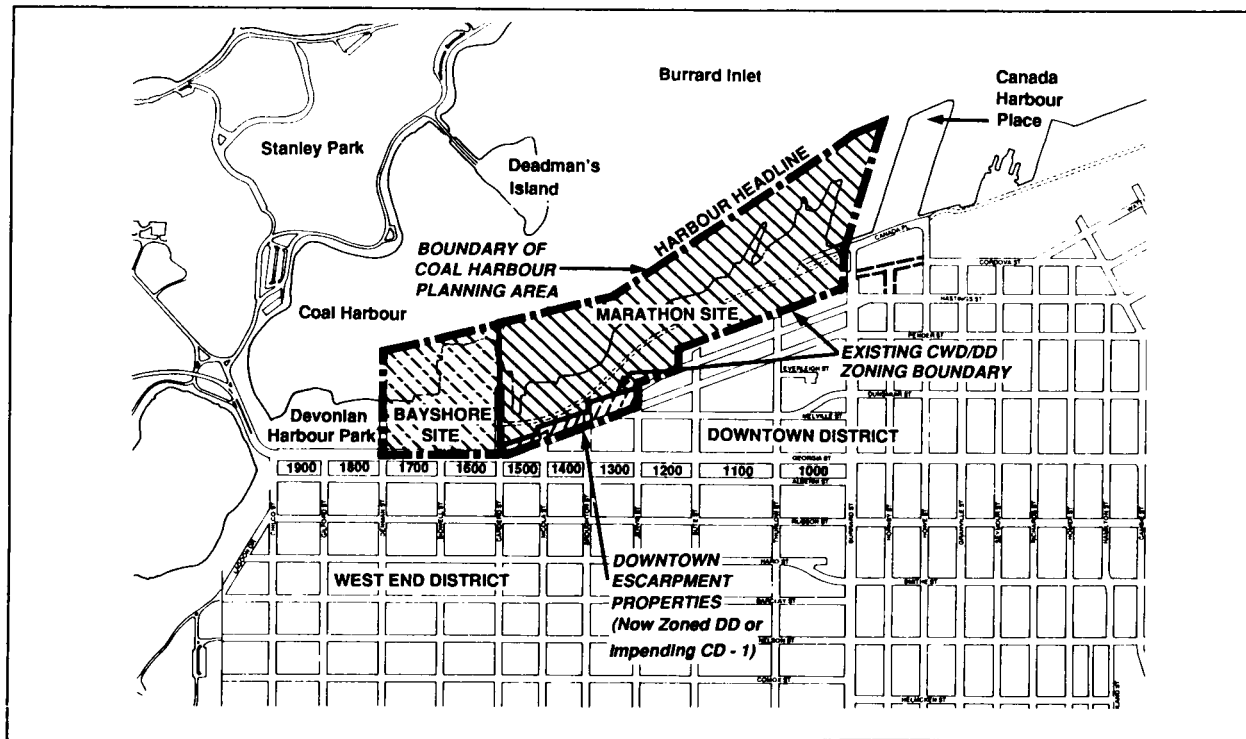


# Explanatory Note

These are the City policies, as approved by Council on February 6, 1990 for the Coal Harbour neighbourhood area. This area is comprised of the Marathon-owned existing sub-areas 1 and 2 of the Central Waterfront District (CWD), the downtown escarpment sites along the north side of the 1300 - 1500 blocks West Pender Street and the Westin Bayshore property between Denman and Cardero Streets. These sites are located along the south shore of Burrard Inlet between Denman and Burrard Streets, generally north of Georgia/Pender/Hastings Streets, out to the existing harbour headline.

These policies have been amended to reflect public input, further staff review and Council advice, and contain a series of broadsheets that cover all major topics. These policies form the basis for the preparation of an Official Development Plan and detailed area development plans for the various development sites within Coal Harbour. These policies will guide the future development and form the basis for the provision of various public amenities, such as parks, waterfront walkways and community facilities. The policies will be used by the City and developers, and by others during public meetings and workshop discussions to be held as part of the planning process on the major development proposals for the south shore of Coal Harbour.



# A Thumbnail Sketch of Coal Harbour

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If the planning policies as contained in this document are implemented over the next 15-20 years, the kind of neighbourhood and public amenities that can be expected on this waterfront site (see map opposite) will include:

## **A broadly-mixed residential community for all ages and incomes:**

- a total of about 3000 housing units, of which 25% would be suitable for families with young children;
- about 20% of the housing would be for "core-needy" households, and one-half of these would be families;
- about 25% of the housing would be affordable, small rental units; and
- an overall net residential density of about 3.3 FSR (130 units per acre), with higher densities toward the downtown edge and lower toward the water, the West End and Stanley Park.

## **An array of community facilities to serve the residents, workers and visitors:**

- a K-7 school and associated play areas, at least 5 day cares and a small community centre and activity space;
- a potential marine-oriented public facility, possibly including a major theatre and meeting place; and
- additional visitor-oriented services and recreational facilities.

## **A comprehensive waterfront-oriented parks and open space system:**

- a 1.5 km long continuous waterfront walkway, linking Stanley Park to Canada Place;
- at least 22 acres of parks and public open space (equivalent to about 16 football-size playing fields), including a minimum 8 acre major waterfront park on the Marathon site large enough to accommodate both active and passive activities, and other neighbourhood-oriented parks totalling about 12 acres; and
- a bicycle path system along, or close to, the waterfront.

## **A major public and visitor-oriented precinct at the eastern end containing offices, hotels and retail uses:**

- up to 1.5 million sq. ft. of office space (e.g. 3 large office towers up to 300 feet in height);
- at least one major new hotel about the size of the Pan Pacific (min. 350,000 sq. ft.); and
- up to 150,000 sq. ft. of visitor-oriented retail shopping space.

## **Local shops and offices serving the residential neighbourhood:**

- up to 200,000 sq. ft. of retail and office development generally located adjacent to Denman and Cardero Streets; and
- restaurants and marine-related services along the waterfront beside the marina at the western edge of the Marathon site.

## **A diversity of port and water uses creating a sense of a working waterfront:**

- marinas for small boats with a capacity of about 550 moorage slips;
- most visitor-oriented charter boats relocated to a centralized location at the foot of Burrard Street;
- retention of essential marine servicing/industrial uses (e.g. Menchions Shipyard); and
- a conveniently located new seaplane terminal at the foot of Burrard Street.

## **A high-quality, urban shoreline treatment including limited areas of fill:**

- up to about 5 acres of land fill on the Marathon site, mostly towards the eastern end, and little additional fill on the Marathon or Bayshore sites except where it benefits the public; and
- some shoreline changes to enhance appearance, protect marina areas and create public open space.

## **A street system oriented to the local neighbourhood needs:**

- local traffic access without burdening adjacent congested streets in the downtown and West End;
- through traffic discouraged in the residential area;
- adequate lower level service access to the major port and commercial uses at the east end;
- opportunities for vehicular waterfront access for water users and visitors;
- adequate parking for residents, visitors and workers; and
- a street system accommodating a variety of transit options.

## **A built environment that is neighbourly and integrates well into the adjacent pattern of the downtown and West End:**

- protection of all public street-end views to the water and mountains, and a reasonable accommodation of private views;
- a high quality public realm treatment emphasizing different neighbourhood characters and a domestic, small-scale character;
- for the residential neighbourhood west of Thurlow Street, about 15 - 20 tall, slim apartment towers widely spaced and varying in height from about 120 feet to 300 feet, with higher buildings toward the east;
- for the commercial precinct east of Thurlow Street, about 3 - 4 office/hotel towers up to a maximum 300 feet height; and
- lower buildings averaging 3 - 4 storeys in height on the north-south streets, but only where views are not a concern.