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
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Figure B1. Illustrative Plan | 27
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

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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.
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.
(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.
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 anticipated 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 reflect 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
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](image)

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 access 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.
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.
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.
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 approximately 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.
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<td><strong>B4</strong> Fuel Oil Unloaders</td>
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<td></td>
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<td><strong>E1</strong> Pub</td>
</tr>
<tr>
<td><strong>D2</strong> Engine Repairs</td>
<td><strong>E2</strong> Boat Building &amp; Repair</td>
</tr>
<tr>
<td><strong>D3</strong> Machine Shop</td>
<td><strong>E3</strong> Marine Electric Sales</td>
</tr>
<tr>
<td><strong>D4</strong> Auto</td>
<td><strong>E4</strong> Dry Dock</td>
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<tr>
<td><strong>D5</strong> Office</td>
<td><strong>E5</strong> Boat Moorage</td>
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<tr>
<td><strong>D6</strong> W.R. Menchions &amp; Co. Boat Building</td>
<td><strong>E6</strong> Keg Restaurant</td>
</tr>
<tr>
<td><strong>D7</strong> Bel-Aire Shipyards (1930-60)</td>
<td><strong>E7</strong> Boathouse Marine Supply Store &amp; Offices</td>
</tr>
<tr>
<td><strong>D8</strong> Unknown</td>
<td><strong>E8</strong> Yacht Sales &amp; Charter</td>
</tr>
<tr>
<td><strong>D9</strong> Woodward’s Marine Store/Storage</td>
<td><strong>E9</strong> Transport Truck &amp; Trailer Parking</td>
</tr>
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<td><strong>D10</strong> Marine Eng.</td>
<td><strong>E10</strong> Yacht Sales</td>
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<td><strong>E12</strong> Air Terminal</td>
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<td><strong>D13</strong> Aitken Shop</td>
<td><strong>E13</strong> Office Barge/Yacht Charter</td>
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<td><strong>E15</strong> Office Barge/Yacht Charter</td>
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<tr>
<td><strong>D16</strong> Woodworking</td>
<td><strong>E16</strong> Office Barge/Yacht Charter</td>
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Figure B1. Illustrative Plan
MARIINA NEIGHBOURHOOD CD-1
GUIDELINES FOR MARINA DEVELOPMENT
(300 CARDERO STREET) (BY-LAW NO. 7200)
(CD-1 NO. 312)

Adopted by City Council October 19, 1993
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1 Application and Intent
These guidelines should be used in conjunction with the Marina Neighbourhood CD-1 Guidelines for Land Development, the Marina Neighbourhood CD-1 By-laws and the City's shoreline treatment and pedestrian/bicycle system concepts (approved by Council, October 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 on the water is compatible with the overall design concept for the Marina Neighbourhood site and development on adjacent lands.

The site comprises approximately 5 ha of water. It is bounded by the Cardero Street-end park to the west, the harbour headline to the north and the reconfigured Coal Harbour shoreline to the east and south. The site includes a dedicated street right-of-way extending out to the harbour headline at the foot of Broughton Street.

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) accommodating limited numbers of floating homes and live-aboards, located to minimize public views impacts and meet privacy concerns;
(c) locating vessel berths within the marina so as to preserve open water at street-end view corridors;
(d) providing for some uses ancillary to marinas, such as repair facilities, at unobtrusive locations;
(e) locating services such as parking and loading, to be functional and convenient for marina users;
(f) not allowing boatsheds (except those required for temporary use by marine repair businesses, or which are considered essential for Vancouver Police Marine Squad operation); and
(g) accommodating required Police Department (Marine Squad) facilities to serve the Coal Harbour waterfront.

3 Overall Guidelines

3.1 This precinct comprises a commercial marina operation including boat moorage, ancillary offices, meeting spaces and service facilities, commercial and light industrial activity associated with a working marina, restaurants and a police marine squad office and boat storage facility. Live-aboard boats and floating homes may also be included.

3.2 Structures in this precinct should generally occur within the bounds of the building envelopes outlined in Figure 2 below. Generally, the disposition of facilities shall be determined at the time of development permit application for this portion of the neighbourhood. The disposition of floating homes should be flexible according to leasing or sale patterns, subject to the following guidelines.

3.3 Floating and fixed structures within the marina should have a marine and/or industrial character, exemplified by the following guidelines:

(a) industrial wall and roof materials such as corrugated and sheet metal, exposed metal structure, etc.;
(b) nautical detailing such as rounded openings and polished metal trim; and
(c) building and roof forms reminiscent of the working waterfront, i.e., generally simple forms and shapes.

Figure 2. Marina Development Envelopes

3.4 Roof structures in the marina, excluding floating homes, should either be of sloped metal construction or, where flat, should be treated as a roof deck, whether accessible or not.
3.5 All marina berths for live-aboards and floating homes shall have sewage pump-out connections and meet all other City servicing and health requirements. Any other regulation by an authority having jurisdiction which affects the design, condition or use of the marina docks, floats, buildings or vessels shall also be adhered to.

3.6 Floating homes that do not fully comply with these regulations, other than health and safety requirements, that existed on the site prior to December 11, 1991, will be permitted to remain in the new development subject to siting considerations and such other improvements to meet Zoning and Building By-law requirements as may be determined by the City.

3.7 A minimum of 2 percent of the boat berths within the marina should be available for visitors.

3.8 Controlled public access to limited parts of the marina piers and floats adjacent to the shoreline walkway between the Quay Loop and Broughton Street should be possible. This public access area should also provide opportunities for boat launching by hand adjacent to the Broughton Street-end, i.e. canoes and kayaks.

3.9 Marina floats, floating buildings and vessels should be located so that the Nicola right-of-way and Broughton street-end align with open water passages between boat slips.

3.10 Permitted floating buildings, other than floating homes, should generally be located west of the Broughton street-end, except that in the event of the development of a separate marina east of the Broughton street-end, a single-storey common float building may be permitted in this area.

3.11 Marina security gates and ramps should be located and designed so that public and emergency access to the water is maximized and view blockage from the shore is minimized. Ramp locations should be in close proximity to marina parking and should be satisfactory to the City Engineer.

3.12 The service facilities, restaurant, boatsheds and marine police squad facility should each have glazing opening onto the main public walkway portion of the pier, sufficient to enable passersby to overview activities occurring within.

3.13 Common area floats and pilings are for access only and should not be used for personal property storage, although this should not discourage the provision of the storage facilities noted in 4.3.2 nor the provision of properly designed and designated storage areas for items such as dinghies, kayaks and canoes.

3.14 Each floating home and vessel should have direct access to an unobstructed marina float.

4 Specific Guidelines

4.1 Fixed Commercial Pier

4.1.1 The restaurant may be fully glazed on its north, west and east sides, consistent with building code restrictions. The building should appear as an industrial clad structure.

4.1.2 The upper floor plate of the restaurant may be developed as an outdoor terrace at the upper mezzanine level, opening to the north, consistent with building code restrictions.

4.1.3 The marine service and restaurant area could be connected to the waterfront walkway by a pier wide enough to accommodate emergency, garbage and commercial loading activities. The pier should be at least 5.0 m long to create visible water between the structures and the walkway at mean tide conditions.

4.1.4 Garbage storage on the marine service piers should be located inside properly ventilated buildings or attractively screened outdoor enclosures, directly accessible to garbage truck access routes.

4.1.5 Commercial loading on the marine service pier may be directly at the receiving areas of facilities on the pier, where accessible to commercial vehicles.
4.2 Floating Homes

4.2.1 Floating homes should be located within the area so noted on Figure 2 and according to the following principles:

(a) floating homes may be organized into groupings of no more than four. The flotation structure or exterior walls of floating homes should be no less than 2.0 m apart within the grouping and no less than 4.0 m apart between groupings;

(b) floating homes should be located at least 25.0 m away from the waterfront walkway; and

(c) the maximum number of floating homes located on any one pier should not exceed 12.

4.2.2 All floating homes should have direct access to open water of at least 6.0 m in width in case of emergency.

4.2.3 Access should be provided to at least two adjoining sides of the floating home by walkways, either via the marina floats or via the floating home structure itself. Access provided on the structure should be a minimum of 0.9 m in width.

4.2.4 The main living area within the floating home should overlook an unobstructed area having a width 4.5 m measured horizontally at right angles to the exterior wall of the room and a breadth equal to the full length of the exterior wall of the room.

4.2.5 Floating homes should be limited in height to the lesser of two storeys or 6.0 m in height measured from the surface of the common float, including nonhabitable sloped roof areas.

4.2.6 Floating homes should be limited in floor area to a maximum of 110 m² exclusive of nonhabitable spaces, and should not exceed a maximum width of 8.0 m and a length of 12.0 m.

4.2.7 Construction projections and overhangs such as canopies, eaves, bay windows, drainage systems and chimneys should not extend beyond the perimeter of the float structure.

4.2.8 Each floating home should have a suitably-located 'rub-rail' on all sides of the structure with a minimum width dimension of 100 mm, located within the maximum permitted floating home dimensions.

4.2.9 The address of each floating home should be located on the floating home or within the home-site perimeter, and should be easily visible from the common float.

4.2.10 The floating home community should be made up of high-quality, unique designs, which appear efficient and complimentary to the marine environment.

4.2.11 Each floating home should be located with particular regard to its orientation, privacy, views, setbacks and consideration for neighbours and passersby.

4.2.12 The design of the access and entry-ways to individual floating homes should provide a transition from common float to private residence. Where possible the entry should be protected from rain.

4.2.13 The massing and scale of each floating home structure should portray a sense of balance originating from centre of gravity considerations.

4.2.14 Colours should be marine derivative with emphasis on bold bright colours, using painted or stained surfaces.

4.2.15 Materials should be weathertight, marine-orientated and durable, and should be selected from only those materials and finishes as noted below:

(a) Walls:
• cedar finished with preservative, paint, stain or varnish;
• prefinished metal, porcelain enamel;
• fibreglass panels;
• painted wood sections; and
• glass.

(b) Roofs:
• fibreglass;
• prefinished materials with corrosion-resistant undercoats;
• membrane roofs;
• cedar shingles or shakes;
• built-up sections with decking over; and
• glass.
(c) Doors/Windows:
• varnished or painted wood;
• brass or bronze (portholes, etc.); and
• metal with baked enamel corrosion-resistant finish.
(d) Decks:
• concrete;
• wood;
• rubber tile; and
• fibreglass;
(e) Trim:
• stainless steel, enameled steel, brass or bronze;
• varnished or painted wood;
(f) Canopies:
• glass, canvas, painted metal, wood.

4.3 Live-aboards

4.3.1 Live-aboards should be generally located within the area so noted on Figure 2.

4.3.2 Areas proposed for occupation by live-aboards should include properly planned and designed storage facilities for each live-aboard slip of at least 1.5 m³, located adjacent to each boat slip, or as part of the floating office/common use structure serving the marina.

4.4 Other Floating Structures

4.4.1 The only boatsheds permissible in the marina are those designed for the police marine squad facilities and the marine service repair pier. These boatsheds should either be without sidewalls, or where sidewalls are provided, they should be substantially glazed.

4.4.2 If a separate marina is developed east of the Broughton street-end, the common float building should be located at least 25.0 m away from the waterfront walkway. The building height measured from the surface of the common float should not exceed 4.0 m, and the maximum horizontal dimension should not exceed 12.0 m.
MARINA NEIGHBOURHOOD SUB-AREA 1B
CD-1 GUIDELINES (301 JERVIS STREET)

Adopted by City Council November 26, 1996
Amended February 24, 2000
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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, the Marina Neighbourhood CD-1 Guidelines for Land Development and the City’s pedestrian/bicycle system concepts 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 Phase 1B site comprises approximately 2.2 ha of land area. It is bounded by Broughton Street to the west, Jervis Street to the east, the Harbour Green Park edge to the north and Hastings Street to the south.

Figure 1. Marina Neighbourhood Phase 1B 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, and retail at grade along the marina edge;
(b) integrating the development with the city, by extending the adjacent downtown street grid and road grades;
(c) creating a local street system that serves the site but discourages through traffic;
(d) creating towers that maintain street-end and other public view corridors with heights set to limit shadows on public spaces;
(e) grouping community facilities into a neighbourhood;
(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 area is provided for all people, including the young, old and 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 illustrated below in Figure 2. 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. Low-rise buildings are organized to define the streets and the walkway (the street base zone), from which rise an articulated tower which reiterates 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 and waterfront walk.

The location of recommended built form edges and tower location is noted on Figure 2 below. The top of the built form edge is defined by the top of the street base zone.
3.2 Building Orientation
In orienting the predominant facades of buildings, a variety of criteria should be considered including the Georgia/Alberni/Bayshore grid, the Pender/Hastings grid and the waterfront walkway pattern.

(a) lower building elements should be parallel to the adjacent waterfront;
(b) higher building towers should respect the established city street grid extending into the site from the downtown.

3.3 Views
Building envelopes have been generally located to respect various public, semi-public and private views. The required five degree street-end view corridors have all been respected. Building envelopes and view determinants are included in Section 4, Precinct Guidelines. Figure 3 illustrates the principal public views to be preserved through the development.

The illustrative plan included in these guidelines is used as the base for parcel guidelines, and illustrates one set of building placements which fit within the above noted building envelopes.
3.4 **Massing Controls**

3.4.1 **Height**

Maximum 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.

Maximum building heights are measured from the adjacent street grades: Broughton Street for Precinct 1 and Cordova Street for Precinct 2. The heights exclude sloping, non habitable roofs, mechanical services and architectural appurtenances and should not exceed the maximum heights outlined in Figure 4. 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 provided that:

(a) the tower portion of the development becomes slimmer, with a reduced average floor plate, 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 described below 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 edge, 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 fourth or fifth 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 used to create a strong horizontal edge with terraces or landscaped roof areas.
(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 should be generally
differentiated from the street base by the use of a cornice, setback, or other architectural
treatment;
   (iii) notwithstanding the above, portions of the tower or tower base 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 595 sm (not
including balconies, but including mechanical and electrical areas, storage, elevator
cores and stairs);
   (ii) the tower floorplate should fit within the envelope defined in the individual parcel
guidelines; and
   (iii) the overall tower width to the outside of all projections in the east-west direction
(perpendicular to Jervis/Broughton Street) should not exceed 27.0 m.

(d) Tower Top Zone
   (i) changes in massing, fenestration size and/or shape and materials may 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 complement rather than 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 the 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.

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 fine-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 space. 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.
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 complement the street base zone, and the overall colour effect should complement the existing building context.

Flat gravel roofs without the 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 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 finishes compatible with the building.

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

Balconies may be enclosed subject to the Council-adopted Balcony Enclosure Guidelines.

3.5.6 Awnings, Canopies, Entries and Arcades
Weather protection in the form of awnings or canopies should be provided along retail frontages and the community buildings fronting the waterfront walkway. 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 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 and a minimum area of 4.0 sm.

(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 anticipated 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 possible; 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 plants; and
(d) The avoidance of planting only one species of plant material except in special circumstances.

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 reflect 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 habitats, shore processes, etc.
(e) Use the strong, indigenous forms, topography and edge conditions to relate development to its context;
(f) Provide a range of opportunities 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, gatherings 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.
(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 aesthetically 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.

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.
(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 Phase 1B 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 Phase 1B of the Marina Neighbourhood. The following diagrams for each precinct illustrate 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 Phase 1B Land Development Precincts
Figure 9. Richness of Place
4.1 Precinct 1 - West Hastings between Jervis and Broughton

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

4.1.2 The family housing on this site should be accessible from reserved underground parking, from a separate entry off the street, and have outdoor access from upper floors into the adjacent park.

**Figure 10. Precinct 1 - Building Envelope**

Keynotes:

1. "Build To" lines.
2. Minimum streetwall setback to preserve 5 degree street-end view, taken from the southeast corner of Hastings and Broughton Streets.
4.2 Precinct 2 - Jervis and Cordova Streets

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

4.2.2 The building mass on Precinct 2 should respond to its position as the “hinge” between future building massing facing Harbour Green park and Marina Neighbourhood massing to the south and west. The design of this building should also take into consideration that this should be a landmark building.

Figure 11. Precinct 2 Building Envelopes

Keynotes:

1. Line of secondary Jervis Street end view corridor and “build-to” line.
2. Minimum tower and tower base setbacks with respect to shadowing of waterfront.
3. Minimum tower and tower base setbacks with respect to primary street end view.
4. Minimum setback at fifth storey development.
5. Minimum 2.0 m setback along south property line.
6. Minimum 4.5 m setback along north property line.
7. “Build-to” line along waterfront edge.
4.3 Precinct 3 - Jervis Park/Community Centre

4.3.1 The community park, school and community centre should be visually and functionally integrated.

4.3.2 A hard surface play area should be developed next to the school. An intermediate play area should be developed in proximity to the school and “urban green” as a structured play element for park users.

4.3.3 The community park should be enclosed by a perimeter planting of trees. The planting should allow for views into the park from surrounding areas, enabling visual supervision for security. Also, entry to the park should be clearly distinguished through signage and prominent markers.

4.3.4 The community park should be physically and visually linked to the waterfront walkway spine.

4.3.5 In keeping with the concept of diversity, the park planting should be a rich mix of colours, textures, fragrances and seasonal change. The diversity should be in contrast to the ordering elements of the perimeter tree planting and the “urban green”. The perimeter tree planting should be a uniform use of a particular tree that distinguishes this space among the public spaces of the community.

4.3.6 The external elevations of the community centre as viewed from the waterfront walkway should generally conform to the design requirements of the Street Base Zone as noted in Section 3.4.2 (a), except that the cornice or parapet expression should take place at the building edge with the park above.

4.3.7 The internal elevations of the community centre (inside the parking garage) should carry through similar material and design treatments as for the exterior. There should be a design continuity from inside to outside.

4.3.8 The entrances to the community centre, and from the walkway to the parking behind should be designed as strong features rather than obscure openings, with due attention to security requirements and direct access to the marina ramps.

4.3.9 The community facilities should have their main street address and a visible entrance from Broughton Street.

4.3.10 The waterfront face of the community centre should follow the build-to line established by the waterfront walkway and adjacent landscape setbacks. Entrances should be framed as openings in that edge.
Appendix A

Marina Neighbourhood (301 Jervis 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 approximately 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
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Figure A3 - Historical Layering - Area 1