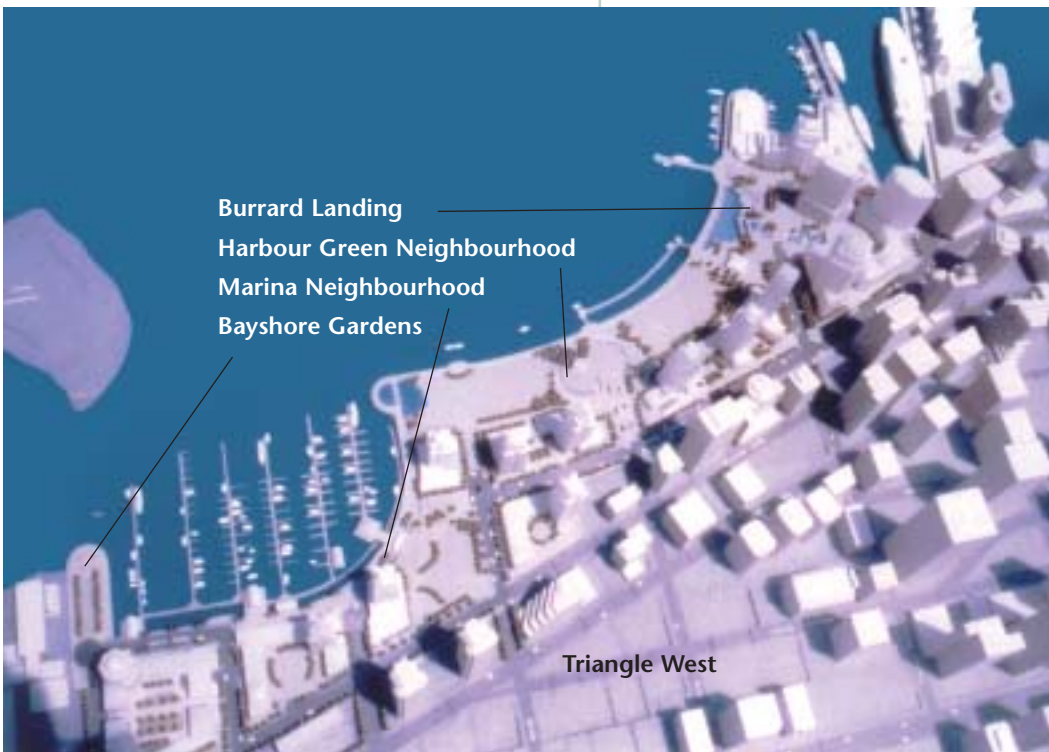




WAITE AIR PHOTO

Coal Harbour and Triangle West - 2003

Coal Harbour lies along the northern edge of the Downtown peninsula, fronting Burrard Inlet. As its name implies, Coal Harbour was originally a place of waterfront industry, as well as the western terminus of the Canadian Pacific Railroad. It comprises the Marathon Coal Harbour Lands as well as the Bayshore Gardens development in the west. Extending inland to the south is the mixed use area known as Triangle West, which forms a transition between Coal Harbour and the established West End residential neighbourhood. Coal Harbour and Triangle West have undergone comprehensive redevelopment resulting in a mixed use, high density neighbourhood of exceptional livability and amenity.



Model of Marathon Development Concept

Coal Harbour

MARATHON LANDS

Original Developer/Owner: Marathon Developments Inc. **Subsequent Developers:** Aspac Developments, Delta Land Corp., Finline International, Westbank Projects, City of Vancouver (Community Centre, Non-market/Affordable Housing) **Concept Architects:** Civitas Urban Design and Planning, The Hulbert Group, VIA Architecture (Burrard Landing rezoning)

Architects: James K M Cheng, Hancock Bruckner, Perkins & Company, Henriquez Partners, Davidson Yuen Simpson, Busby & Associates, Grant & Sinclair **Landscape Architects:** Phillips, Farevaag, & Smallemberg (walkway); Philips Wuori Long (parks)

Principal City Staff: Larry Beasley (Overview); Mike Kemble, Ian Smith, Richard Johnson (Area Planning); Ralph Segal, Jonathan Barrett (Urban Design/Development Planning); Jim Lowden (Park Board); Cameron Gray (Housing); Don Brynildsen, Elizabeth Ballard (Engineering) [refer also to p.57]

NEIGHBOURHOOD DATA

Gross Area: 16.6 ha (41 ac)

Population: 3,800

Density (upa): 56

Housing Units: 2,300

Non-market Units: 450

Parks/Open Space: 6.5 ha (16 ac)



Marina Neighbourhood incorporates retail uses and the Coal Harbour Park / Community Centre along the waterfront.

Marathon Developments, the real estate arm of Canadian Pacific Railroad, inherited and has been developing, along with developers of individual parcels, a large stretch of former railway lands from Burrard Street to Cardero Street. When built out, Marathon's Coal Harbour project will contain about 436 630 m² (4.7 million sq. ft.), including 2,300 residential units (approximately 70% are now occupied), plus a mix of office, hotel, retail and service space. A new convention centre, to be completed by 2008, is also part of the plan. Coal Harbour includes an eight acre waterfront park, a community centre, an elementary school, two childcare centres, and a 250-berth marina complete with waterfront restaurant.

The planning of Coal Harbour responded to three different neighbourhood contexts: a relatively undeveloped area to the west (prior to the Bayshore development - see next section), an emerging high density residential area to the south (Triangle West), and the Central Business District to the east. In response, Coal Harbour was planned as three distinct precincts: the westerly Marina neighbourhood which has a diverse mix of housing types and marine-related uses; the central Harbour Green residential neighbourhood focussed on a large waterfront park; and Burrard Landing to the east which initially contained commercial uses but, in further rezonings in 2001 broadened its scope to incorporate the new convention centre and live/work uses (in addition to hotel, retail and office uses). These three precincts and the Bayshore neighbourhood are tied together by the continuous waterfront walkway/bikeway which links Stanley Park to the Downtown.



Coal Harbour waterfront walkway/bikeway links Stanley Park to Downtown



Cardero's Restaurant animates the waterfront



Coal Harbour Community Centre on the waterfront walkway. An outdoor café now occupies this terrace



"Dockside" is the first live/work development in Coal Harbour

A key urban design principle, well established in City policy, was the preservation of water and mountain views down north-south streets. Public views of landmarks such as the heritage Marine Building were also incorporated into the plan, as were optimizing private views from adjacent upland properties. To a large extent, building locations were established by such view corridor overlays, as well as technical limitations on filling of the water area.

The new shoreline was shaped to create a series of focal points along the site's continuous waterfront walkway, corresponding to the three precincts. The waterfronting edge was designed to create a diverse urban waterfront experience, including park space, marina activity with related commercial use, a restaurant over the water, a community centre, a publicly-accessible floating dock, a future convention centre, a one block long waterfront street, and other street-ends extending to the water as city-linking promenades. With Harbour Green Park and the strategically positioned commercial and other active uses now in place, this urban waterfront edge is quickly becoming Vancouver's premier waterfront promenade.

While the original design intent was to reference the site's historical role as the western terminus of the trans-Canada railroad and as a working waterfront, this has met with only limited success to date. Efforts in this regard are being pursued in the final phases of development, predominantly through public art.

The new neighbourhood profile has created a diverse demographic mix, with non-market housing, affordable rental housing, high end market housing, live/work and hotel uses. A rich menu of public amenities is now being delivered with phased development. Harbour Green Park has become a major waterfront public space, connecting back to the north-south streets and mediating the grade change between the waterfront and the upland escarpment. The new community centre, with its rooftop Coal Harbour Park, is grouped with a future school and daycare, creating a broad mix of public uses.

Extensive public consultation was undertaken during the planning and rezoning of Coal Harbour. The new 'mega-project' cooperative planning approvals process (invented and tested on the Concord Pacific site) was used, whereby the developer and City staff worked together to create the plan and resolve issues before the formal submission. This model has since been successfully adapted to other major urban projects. As it nears completion, Coal Harbour is unfolding as a radical re-invention of Vancouver's urban waterfront from working port to a master-planned waterfront community.



Non-market housing (Coal Harbour Co-op) is an integral part of the residential mix



Child play areas within secure courtyards



CLAUDIA CUESTA PHOTO

Rowhouse entry gates as public art



Special public realm tree grates



DAVIDSON YUEN SIMPSON ARCHITECTS PHOTO

Non-market rowhouses of "C-side" line West Hastings Street



"Carina" rowhouses on West Cordova Street



“Denia” tower and podium

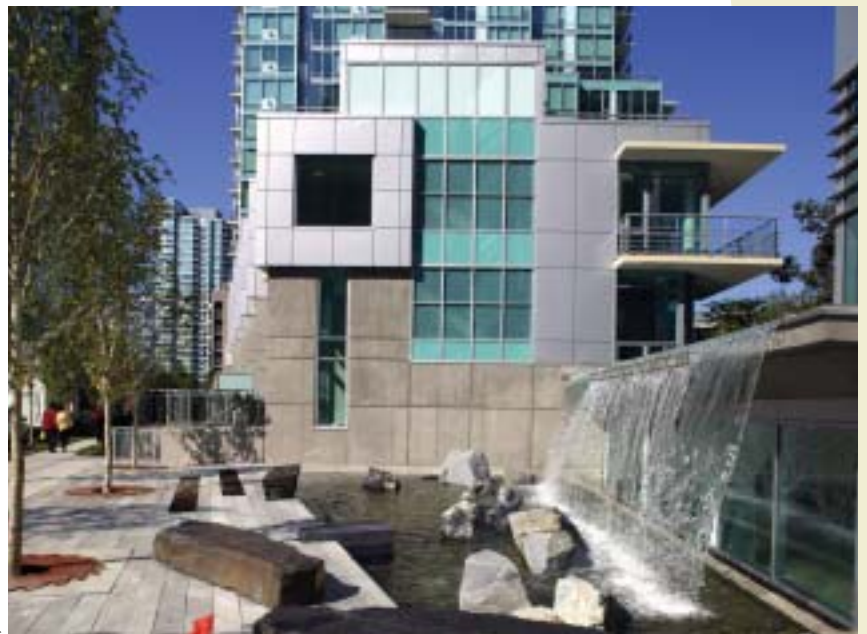


JAMES K. M. CHENG ARCHITECTS PHOTO

Marina Neighbourhood waterfront walkway with fronting retail



Restaurant and retail uses animate Coal Harbour Quay



JAMES K. M. CHENG ARCHITECTS PHOTO

Water feature, public art of “Denia” enhances Hastings/Broughton corner



Marine-related commercial on the waterfront



Marina Neighbourhood towers atop a pedestrian-scaled townhouse/commercial podium



COLIN JEWELL PHOTO STUDIOS PHOTO

Harbour Green Neighbourhood's final three residential sites and Burrard Landing (at left), with future Convention Centre and hotel, will be completed within 3 - 5 years. The "Shaw Tower", under construction (at left), is to be completed in 2004.

2

Coal Harbour MARATHON LANDS



“Carina” rowhouses fronting Harbour Green Park



Harbour Green Park ‘Art Deco’ details with “Carina” tower behind



Children’s water park at foot of Bute Street



Grand stair, café, water park invite pedestrians to waterfront



“Escala” typifies Vancouver’s slim residential towers

JAMES K. M. CHENG ARCHITECTS PHOTO



PHILIPS WUORI LONG PHOTO

Harbour Green Park, with viewing promontory referencing former escarpment edge



Harbour Green Park panorama with future Convention Centre site and Canada Place 'sails' to the northeast



JAMES K. M. CHENG ARCHITECT'S PHOTO

Harbour Green Park separated walkway/bikeway

Developer/Owner: Bayshore Gardens Developments Ltd. Partnership; Development Consultant: Michael Geller & Assoc. **Concept Architects:** Arthur Erickson Associates, Hotson Bakker Architects
Architects: Hotson Bakker, Downs/Archambault & Partners, Henriquez Partners, Hancock Bruckner
Landscape Architects: Don Vaughan Associates (concept design); Durante Kreuk (detailed design including Marina Square and Cardero Park); Phillips Farevaag Smallemberg (hotel)
Principal City Staff: Larry Beasley (Overview); Ian Smith, Richard Johnson (Area Planning); Jim Lowden (Park Board); Ralph Segal, Jonathan Barrett (Urban Design/Development Planning); Don Brynildsen, Elizabeth Ballard, Sheri Plewes (Engineering); Cameron Gray (Housing) [refer also to p.57]

NEIGHBOURHOOD DATA

Gross Area: 9.3 ha (23 ac)
Population: 1,500
Density (upa): 38
Housing Units: 880
Non-market Units: 111
Parks/Open Space: 1 ha (2.4 ac)



Georgia Street towers stepping down to Stanley Park



Georgia Street "Lagoons"

Immediately west of the Marathon Coal Harbour Lands, north of West Georgia Street between Denman and Cardero Streets, and completing the link between Downtown Vancouver and the Stanley Park seawall promenade, Bayshore Gardens includes some 155 000 m² (1,618,000 sq. ft.) of new, predominantly residential development, distributed in ten separate buildings.

Planned around an existing resort hotel which has been upgraded and expanded, the development, now nearing completion, incorporates nine high rise residential buildings, a mid-rise seniors non-market project, a daycare, a major new boat marina, public parks, and waterfront walkways. The project now connects the seawall between Stanley Park and Coal Harbour, thus facilitating a significant extension of the downtown waterfront walkway and bikeway system.

The concept for Bayshore Gardens was to create a pedestrian-oriented environment in a rich garden setting. To support this concept, planning was based on a set of urban design principles:

- creating a distinctively Vancouver development that enriches the water experience;
- creating new special public places within a garden setting;
- respecting views to the water and mountains;
- enhancing Georgia Street's ceremonial gateway character;
- responding to surrounding street patterns; and
- developing an architecture appropriate to the setting.



Georgia Street view corridor



DURANTE KREUK ILLUSTRATION

Bayshore Site Development Concept



Cardero Park

A key strategy to achieving these principles was a layered site design approach: the city was extended towards the water (streets and built form); the park was extended into the city (gardens extending from Stanley Park); the water was extended up towards Georgia Street (lagoons, fountains, waterfalls). The street pattern extends the north-south streets towards the waterfront, connecting with a jogged cross street (Bayshore Drive) parallel to Georgia Street. The built form consists of both towers and terraces. Fewer townhouses than elsewhere have been included in order to preserve Georgia Street pedestrian views diagonally through to the water and Stanley Park. A series of four similar towers flanks the two-block frontage of Georgia Street, spaced well apart to maximize views through, and reinforce the city street grid rhythm, while strengthening the built form of Georgia Street as the city's pre-eminent ceremonial route. The tower heights step up incrementally from west to east, reinforcing the transition from park to urban city. A series of linear water lagoons extends along Georgia Street, and across the site, which, combined with the high quality streetscape treatment, have enhanced pedestrian amenity.



HENRIQUEZ PARTNERS ARCHITECTS PHOTO

Terraced water and tower forms step up from the waterfront to Georgia Street

The 1.6 acre Marina Square has been created in the centre of the site, on top of an underground public parkade. A second 0.8 acre parkspace, Cardero Park, has been created at the waterfront street-end of Cardero Street. These spaces provide a visual foil, mediating the transition between the waterfront and this high density, high-rise precinct. Waterfront pedestrian and bicycle access has been significantly improved, bringing this part of the waterfront into civic play. A future restaurant is to be sited within the marina, which will further enliven this part of the seawall walkway by attracting tourists, residents, and the public at large.

Bayshore Gardens took a somewhat different approach to recent urban development in Vancouver, emphasizing a distinctively landscaped garden-like environment. With final build-out approaching, the original intent of creating a forum for both public and private enjoyment has been realized.



RON LOVE ILLUSTRATION

Bayshore Gardens Development Concept



DURANTE KREUK PHOTO

Coal Harbour waterfront walkway/bikeway



DURANTE KREUK PHOTO

View northwest through Marina Square



Park paving and watercourse detail

Developers (most recent): Westbank Projects, Pinnacle International, PCI-Palladium Projects, Amacon, Grand Adex, Noel Development **Architects:** VIA Architecture (formerly Baker, McGarva, Hart), Bing Thom, Hancock Bruckner, James K M Cheng, Howard Bingham Hill, IBI Group, Musson Cattell Mackey, Paul Merrick **Public Realm Design:** Matrix Urban Design, Don Vaughan (City Consultant)

Principal City Staff: Larry Beasley (Overview); Michael Gordon, Jeannette Hlavach (Area Planning); Ralph Segal, Jonathan Barrett (Urban Design/Development Planning)

NEIGHBOURHOOD DATA

Gross Area: 7.5 ha (18.5 ac)

Population: 4,000 (est.)

Density (upa): 160

Housing Units: 3,000 (est.)



Colonnade frames the green court of “Venus” development on West Georgia Street



Rowhouses on Alberni Street provide pedestrian scale for tower of “George”

Triangle West comprises an approximate 16 block area, generally between Pender/Hastings Streets on the north and the lane north of Robson Street to the south, from Cardero to Bute Streets. It forms a triangular wedge between the new Coal Harbour neighbourhood to the north, the high density residential West End to the south, and the city’s Central Business District (CBD) to the east, and functions as a transition zone between these areas.

The dominant downtown street grid intersects here with the Pender/Hastings street grid, resulting in several irregularly shaped lots, many double-fronting short blocks, and few lanes. Triangle West also straddles the escarpment which rises up from Coal Harbour towards the West End, resulting in a slope of 10 percent across the area. This slope has been a significant factor in planning for the area as a link between the West End and Coal Harbour.

In the early 1990’s, recognizing the transitional nature of the precinct, the City was keen to remove impediments to new residential uses, and so developed a new “choice of use” zoning which permitted a wider range of land use options. These options essentially allowed overlapping uses from the West End (residential) and the CBD (commercial office), leaving the market to drive the mix. This, along with a lifting of the previous residential density cap from 3.0 FSR to 6.0 FSR, has provided the impetus for significant residential densification, with very little commercial office space being developed.

Part of the residential strategy was the ‘domestication’ of certain streets through the introduction of townhouses which create a more neighbourly streetscape character and stronger sense of street enclosure and definition. Livability and view preservation were key aspects of the Triangle West plan. Slim residential towers are prescribed, with generous spacing between them to maximize views and a sense of openness.



“Classico” rowhouses and public realm treatment enhance pedestrian scale on Jervis Street



Decorative public realm medallions



Triangle West public realm treatment on Jervis Street



Triangle West Context Plan



Another key aspect was a strategy for streetscape treatment and pedestrian linkages along north-south streets to enhance pedestrian connections between the West End and the Coal Harbour waterfront. Detailed public realm treatment has been implemented, providing setbacks along certain north-south streets, wider sidewalks with special streetscape treatment and mini-plazas incorporating public art. The result has been a significant enhancement of the public realm, making these streets more attractive and comfortable for pedestrians. Still emerging is a new commercial ‘High Street’ on Bute Street to serve the day-to-day needs of the expanding residential population of both Triangle West and Coal Harbour.

Because of the area’s multiple ownership pattern, the planning strategy for Triangle West took an incremental, rather than a masterplanned neighbourhood development approach. It has resulted in numerous new high density residential developments, substantial densification and enhanced pedestrian amenity. The new “choice of use” zoning strategy developed for Triangle West has been adapted for a similar transitional area in the northerly commercial/residential edge of Downtown South adjacent to the Central Business District.

2

Coal Harbour TRIANGLE WEST



Triangle West public realm treatment on Bute Street



Jervis Street public realm draws pedestrians to Coal Harbour waterfront



Rowhouses on Alberni Street



"George" rowhouses, Triangle West "carpets" enhance Broughton Street

JAMES, K. M. CHENG, ARCHITECTS PHOTO



The open, recessed entry lobby of "The Pointe" enhances pedestrian views and the Georgia Street public realm



Jervis Street steps integrate with "The Pointe" water feature and landscape



The 'brise-soleil' treatment of "The Pointe" tower references the West Georgia Street grid

3

Downtown South

Developers (most active): Concert Properties, Bosa, Polygon Homes, Cressey, Lintall Properties, Amacon
Urban Design Concept: Aitken Wreglesworth [overall], Hotson Bakker [Granville St] (City’s consultants)
Public Realm Design: Chris Phillips, Landscape Architects; Hadfield Turner (detailed public realm);
 Richard Stevenson, Landscape Architect (City Park) **Architects** (major projects): Davidson Yuen Simpson,
 Rafii Architects, Stuart Howard, Hancock Bruckner, Kasian Kennedy, Joe Wai, Hewitt Kwasnicki, Paul
 Merrick, Rositch Hemphill, Howard Bingham Hill, Bing Thom, VIA Architecture, Lawrence Doyle, Busby &
 Assoc., Stantec Architecture (with Arthur Erickson) **Principal City Staff:** Larry Beasley (Overview);
 Jill Davidson, Nathan Edelson (Area Planning); Ralph Segal (Urban Design/Development Planning);
 Jeff Brooks (Social Planning); Jim Lowden (Park Board); Victoria Garland (Housing) [refer also to p.57]

NEIGHBOURHOOD DATA
Net Area: 35.6 ha (88 ac)
Population: 10,000
Density (upa): 135 (approx.)
Housing Units: 12,000 (est.)
Non-market Units: 1,000 (est.)
Parks/Open Space: 1.6 ha (4 ac)



Downtown South – 1982



“The Wellspring” provides non-market, non-family housing

Downtown South, comprising about 33 city blocks, is one of several new inner city neighbourhoods which have developed on Vancouver’s downtown peninsula in recent years. Its planning resulted from a major City planning initiative in the early 1990’s in which nearly 750 000 m² (8 million sq. ft.) of excess downtown office space was converted to residential use. This initiative, as articulated in the 1991 Central Area Plan, has been the road map for downtown Vancouver’s “Living First” growth strategy ever since. Increasing land values and decreasing supply, coupled with changing local demographics, which have seen an influx of new residents who would readily accept alternatives to low density suburban housing, have also played their part in the appeal of this high density, high rise community.

Pressure to re-plan Downtown South also came from the development community. Previous rezoning attempts for high density residential had not succeeded, and the message coming back was that the then current density formula of 3.0 FSR residential + 2.0 FSR commercial was not marketable. Another impetus behind Downtown South’s redevelopment was that it would ease pressure on the established West End neighbourhood, which was being threatened with a loss of affordable housing. Downtown South was then a low density warehousing and service commercial area with high vacancy rates, clearly an under-developed part of the city, ripe for redevelopment.

Downtown South did not lend itself to the typical processes of community planning. It was one of the first new areas planned where there was no substantial existing residential population. The Community Arts Council stepped forward as a surrogate community stakeholder, while the development community was a major influence in the planning process, largely through the Downtown Vancouver Association’s participation. One of the area’s most significant neighbourhood planning contributions was its introduction of the first Development Cost Levy (DCL) authorized in the city. This provided contributions towards parks, community facilities, and non-market housing. This mechanism has since become a well-established planning tool across the city.