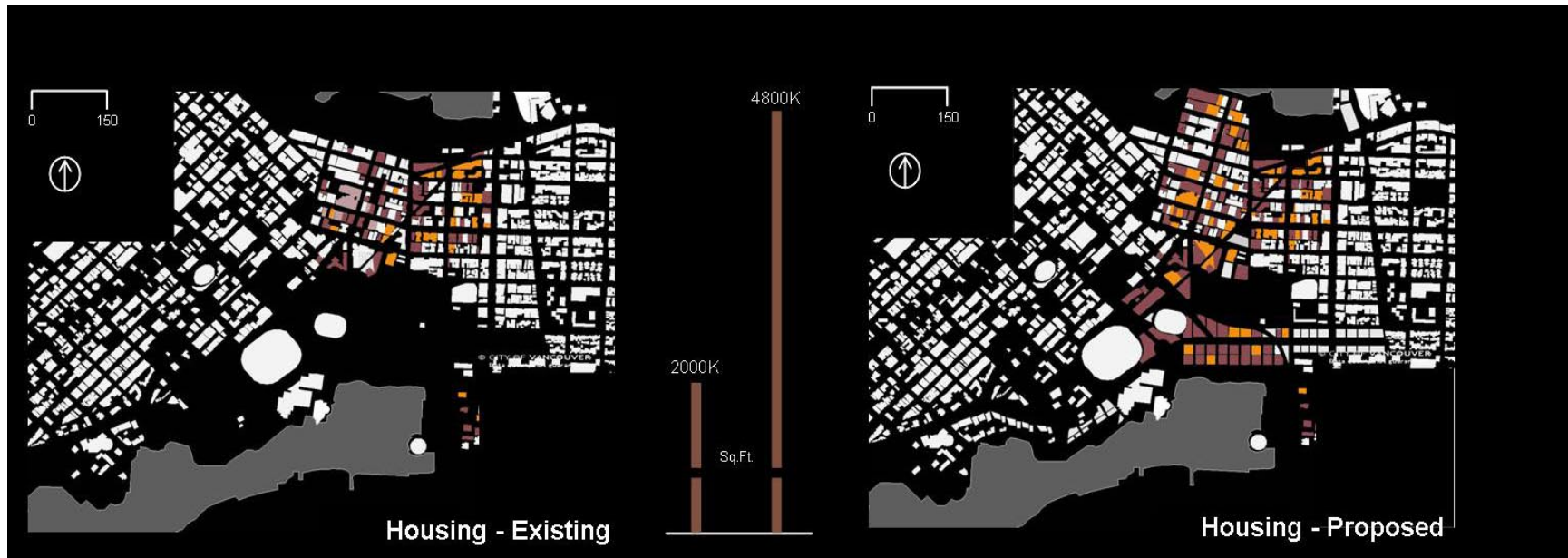


### SITE ANALYSIS - CIVIC, INDUSTRIAL, RETAIL AND OFFICE SCHEMES

The newer mixed use developments are to be developed with appropriate land use floorspace ratios also. The aim of this is ensure the Hastings Corridor, Gastown and Chinatown areas remain key commercial areas. These areas have very high amounts of commercial space (office and retail) relative to residential (almost a 1 to 1 ratio), which reflects the areas past central business district, regional retailing and warehousing role and current tourist focus (Gastown and Chinatown). Thus the new centres will contain ratios between housing and commercial within the 12-15 to 1 ratio range, with new commercial areas being developed along Pacific Boulevard, Waterfront Road and the Abbott and Carrall Street extensions. These ratios are reflected in the modest increases between existing and proposed affice and retail floorspace in the above figure grounds.

New industrial spaces are proposed at the Burrard Inlet site (to the east of CRAB park) and where Pacific Boulevard meets Main Street. Industrial floorspace is adjusted according to the anticipated population increase, with an emphasis on serving as local employment generators. The Pacific and Main industrial area could act as an additional component of the high-tech area being developed east of Main Street. Additional proposed civic floorspace reflects and empasis on the provision of community oriented services and new recreational and cultural centres.



Dark Brown = Market; Light Brown = Vacant; Orange = Non-Market

### SITE ANALYSIS - HOUSING SCHEME

Given the commitment to maintaining existing low-income housing stock and accommodating expected demand, 2145 of these units, or 30 percent of the total, are designated as non-market. While a significant portion of these non-market units (approximately 1200) will be used to infill the density hole along Hastings Street, the rest will be spread out within the newer mixed use developments at the Burrard Inlet waterfront and False Creek. It is very important to stress that non-market and market housing projects will be mixed together on a block-by-block basis (including within the density hole), in order to preclude ghettoization and encourage a diversity of income types within local areas of the site.

The new housing units will be entirely composed of apartment units, given the existing housing stock within the site are either apartments or SROs, and the pre-existing high density urban nature of the site. Financing for non-market housing could be appropriated from levying development cost charges on market oriented projects. However, since emphasis must be placed on ensuring that non-market and market housing development proceed apace, alternative funding strategies (third sector and City based) may need to be employed. Perhaps land trusts could be set up, where land is designated for non-market housing only and will only be developed when the funds become available. Alternatively, land trusts could also be used to leverage funds for non-market housing projects elsewhere within the site.

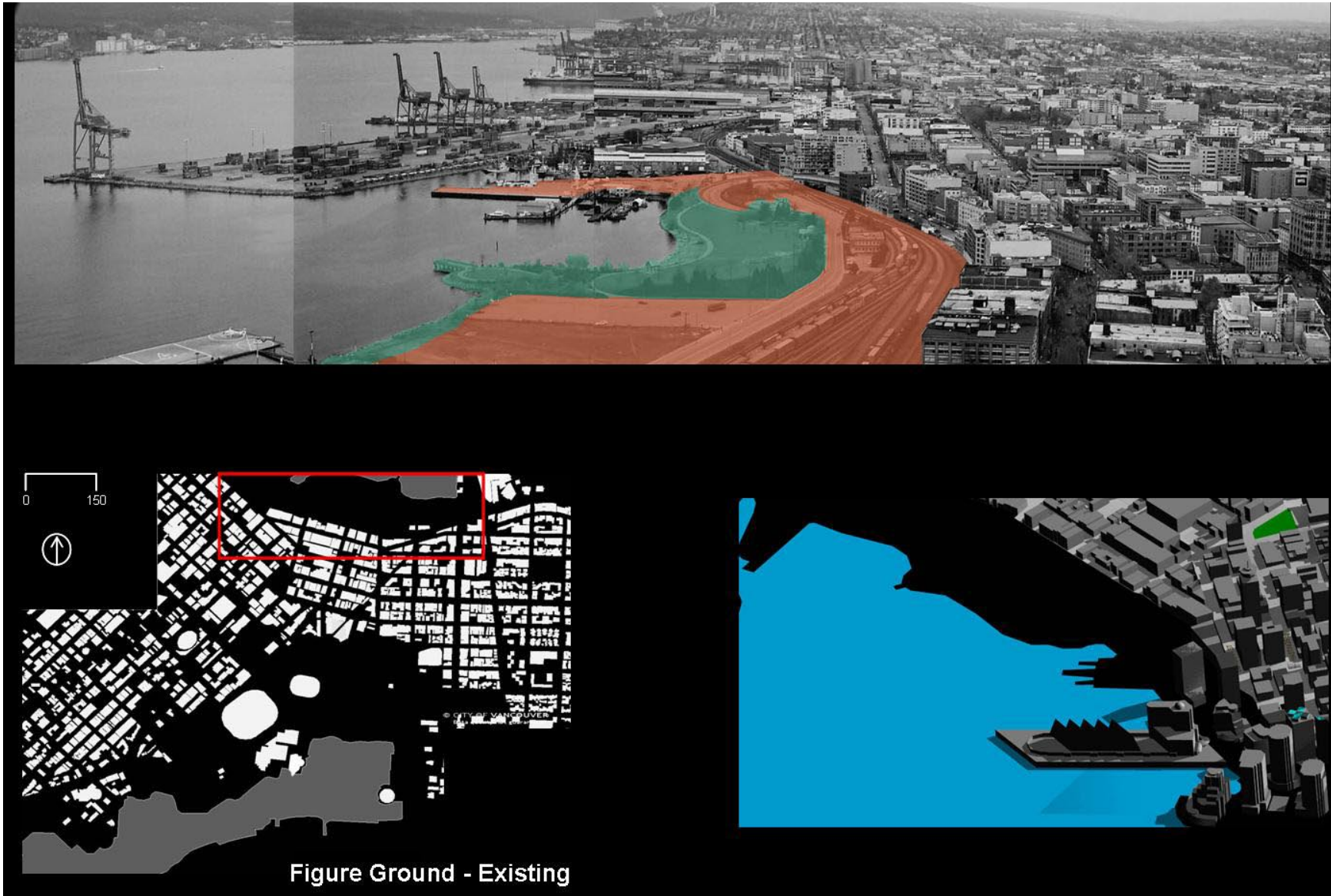


## INTERVENTION - MIXED USE CENTRE - BURRARD INLET WATERFRONT

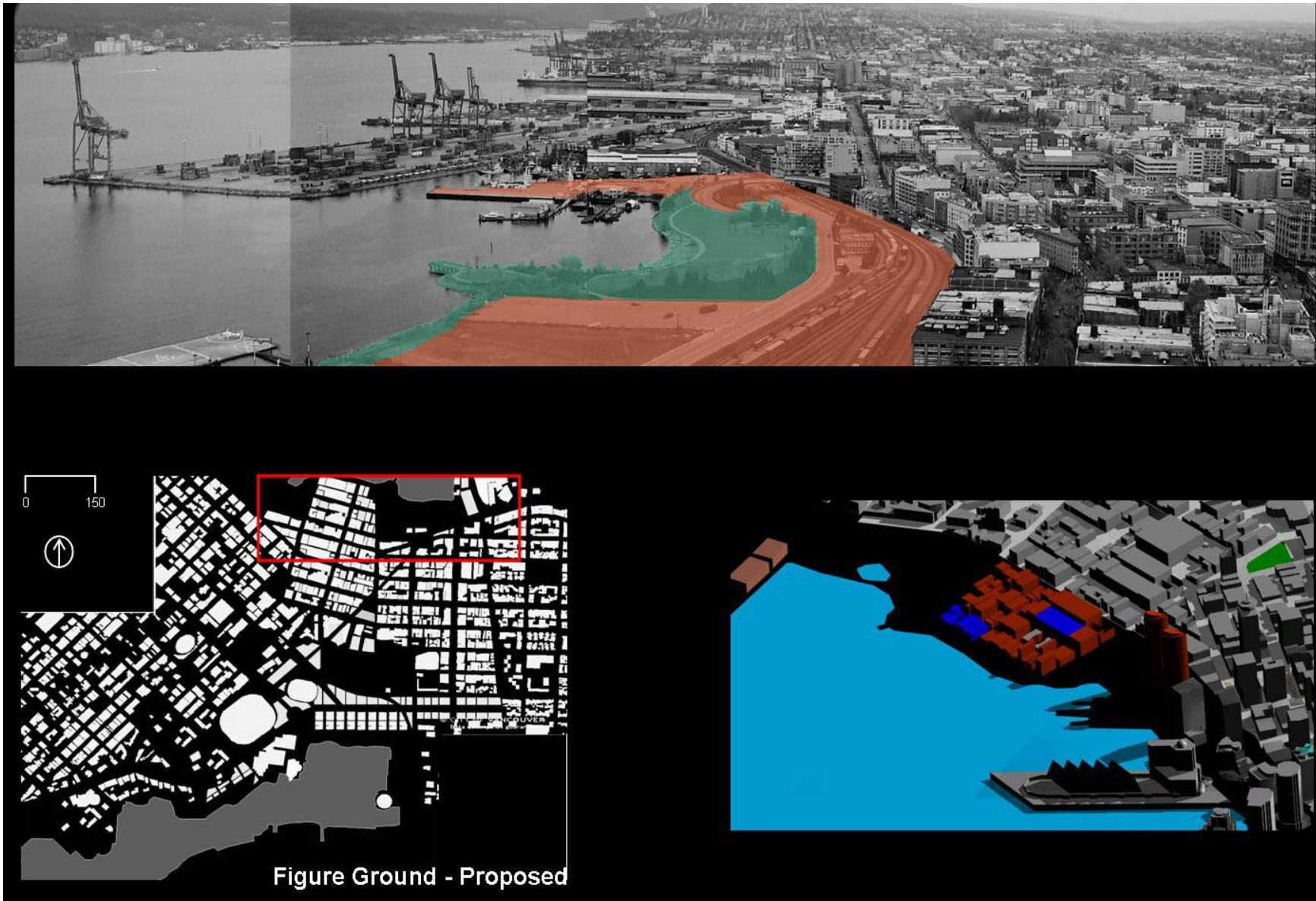
The vacant area between Gastown and Burrard Inlet is to become a new mixed-use centre, through extending the fabric and language of Gastown (in terms lots, blocks and building typology, heights and character) out to the waterfront. The existing CRAB Park will be retained, and a waterfront walkway will be added. Columbia, Carrall, Abbott and Cambie Streets are to be extended out to the waterfront, and the new blocks will be occupied with non-market and market housing, office, retail and civic functions. Easier access to CRAB Park and the development of this area as a civic space and public waterfront was endorsed by the Downtown Eastside community in 1994 as a viable alternative to Casino development. The centre could also contain major civic facilities, such as a recreation Centre, a market, a First Nations interpretive centre, museums and educational facilities. These facilities could become employment generators for lower-income Downtown Eastside residents. A light industrial area east of CRAB Park is also proposed.

A key aspect of this part of the intervention involves decking over the northern portion of the existing CP Rail siding yard between

Gastown and the waterfront lands. The continued existence of this rail yard is important to the operation of the adjacent container port, yet some of the facility could be eliminated or redirected under Canada Place and Project 200. The southern portion would be eliminated to facilitate the extension of the streets at grade, complete with buildings, instead of utilizing pedestrian overpasses. Thus a slight grade increase would be witnessed traversing this particular site (North-South), as the decking must be high enough to facilitate double-decked rail cars. The decking could be financed by the development of a number of 300 to 420 foot residential point towers west of Cambie Street, within a more 'downtown' oriented portion of the waterfront. The form of this intervention is in line with existing central waterfront development policies, and a Comprehensive Development package would need to be developed. However, this package would involve two distinct forms of mixed use development, one involving a more community oriented, low-rise component, and the other involving downtown core or Coal Harbour-type form of development guidelines.



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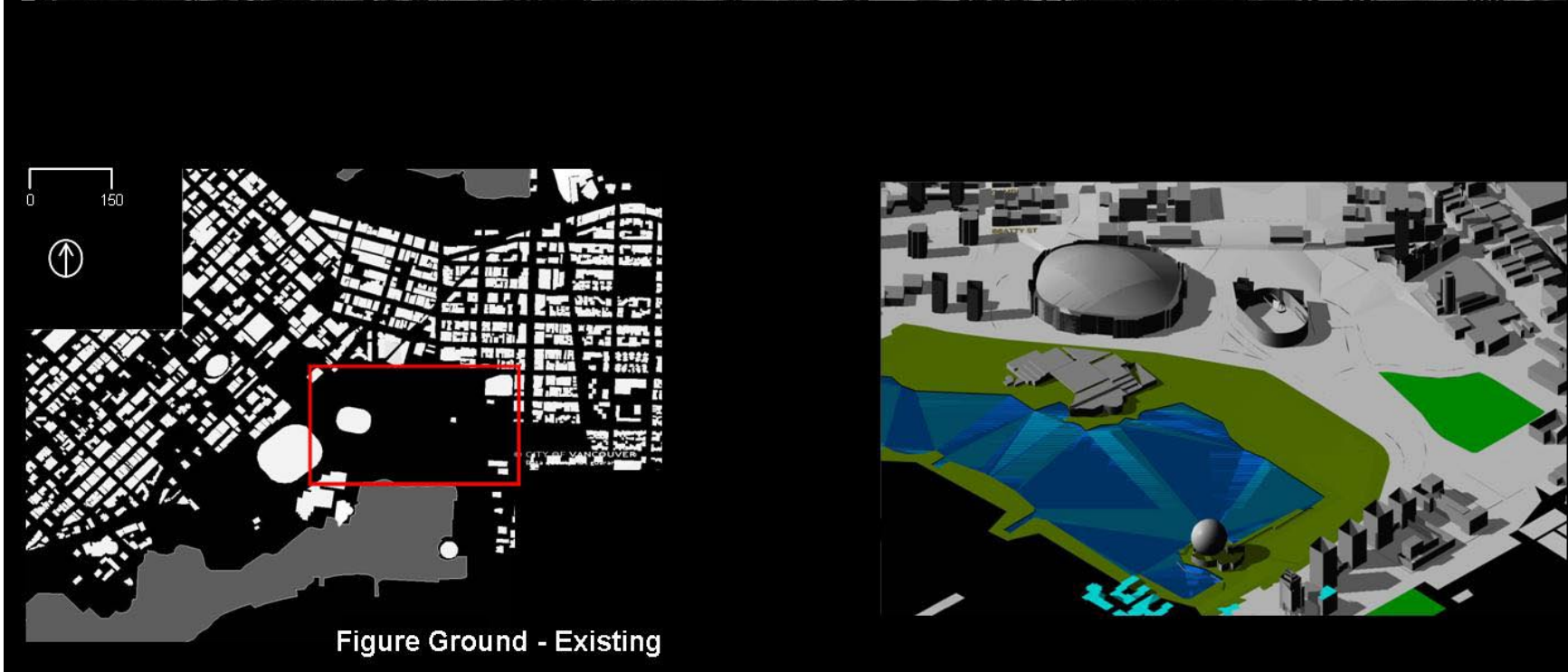


## INTERVENTION - MIXED USE CENTRE - NORTH EAST FALSE CREEK

The key aspect of this intervention element involves the demolition of both the Georgia and Dunsmuir viaducts. These freeway-like implements discourage viable mixed-use development within this area, and they effectively cut off the majority of site from the False Creek waterfront. They are also sterile and anti-pedestrian artefacts of a freeway-based urban ideology, and if Georgia and Dunsmuir streets were dropped back down to grade, they could be reincarnated as vibrant commercial and residential based entranceways into the downtown peninsula. In this proposal, Georgia would run down the grade between BC Place and GM Place and meet up with Pacific Boulevard at an 'end condition', reinforcing Georgia as Vancouver's premier ceremonial street. Pacific Boulevard would then run west to east slightly south of its existing alignment, and meet up with Quebec and Main Streets (at grade). Pacific would then effectively become a two-way 6-lane street accommodating the existing traffic volumes of Pacific, Georgia and Dunsmuir. Dunsmuir would also run down the grade north of GM Place and meet up with Pacific Boulevard about 200 metres east of intersection of Georgia and Pacific. The estimated 52,000 cars daily which utilize the viaducts daily could be easily accommodated on

Pacific, given the current light traffic volume on this boulevard (12,000 daily). Thus the predicted aggregate amount of traffic volume on the new Pacific Boulevard will probably equal that of Broadway between Cambie and Burrard Streets, a more than tolerable condition for pedestrians and car drivers alike. The existing SkyTrain guideway is to be retained as is.

Mixed-use development is to occur on both sides of Pacific, and also along at-grade sections of Georgia and Dunsmuir. Ground floor retail will be complemented by upper floor office and residential uses-typically constituting a 40 to 70 foot high streetwall, and 200 to 300 foot point towers are situated south of Pacific Boulevard. A lower-rise, saw-tooth type streetscape is proposed where Pacific meets Main, in order to conform to the existing streetscape found in that area. Non-market housing will be encouraged on both sides of Pacific, and a public waterfront will be developed also. A Comprehensive Development zoning package would have to be developed for the entire intervention element, and would probably be similar in nature (in terms of zoning and form of development guidelines) to the existing City Gate development.



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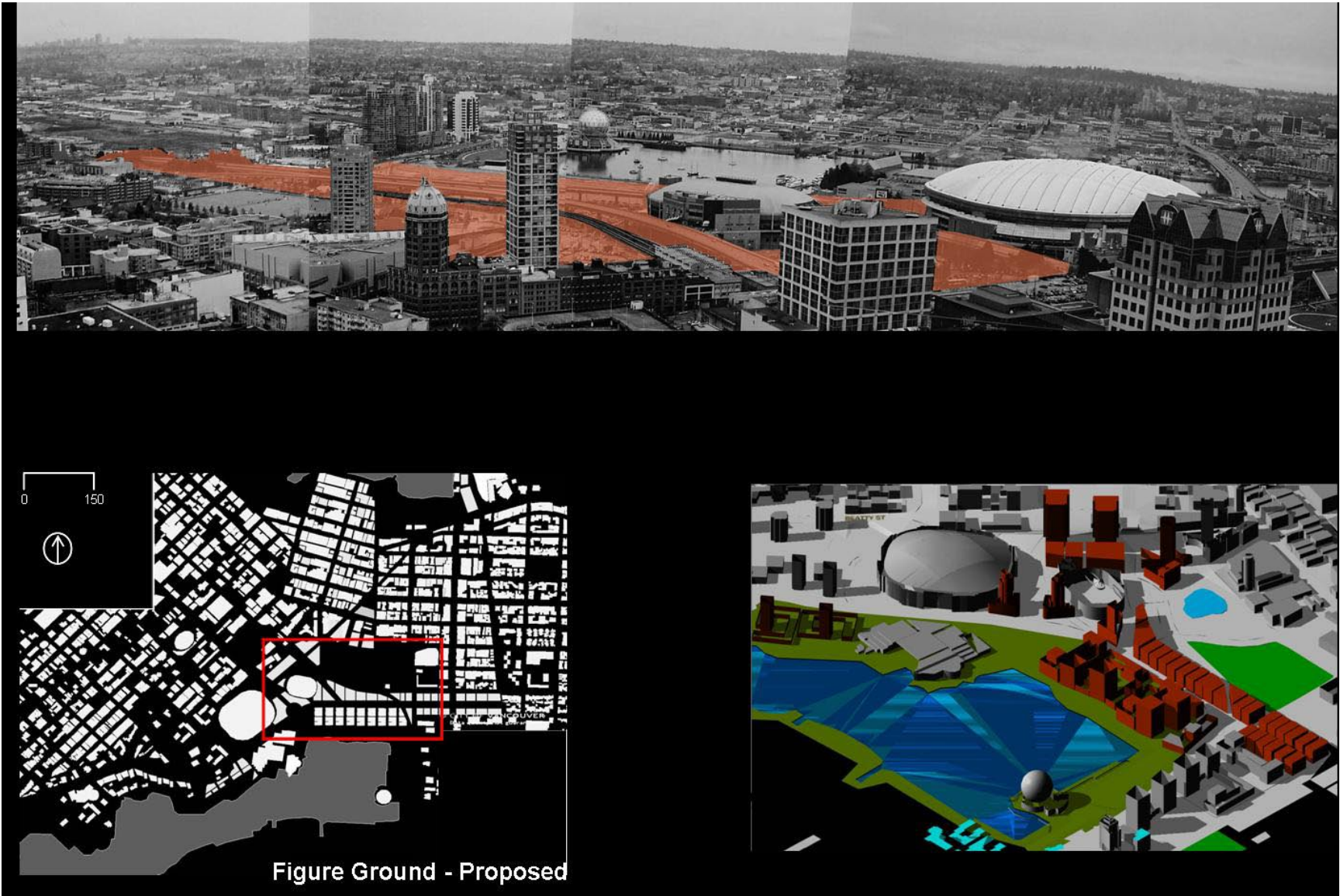
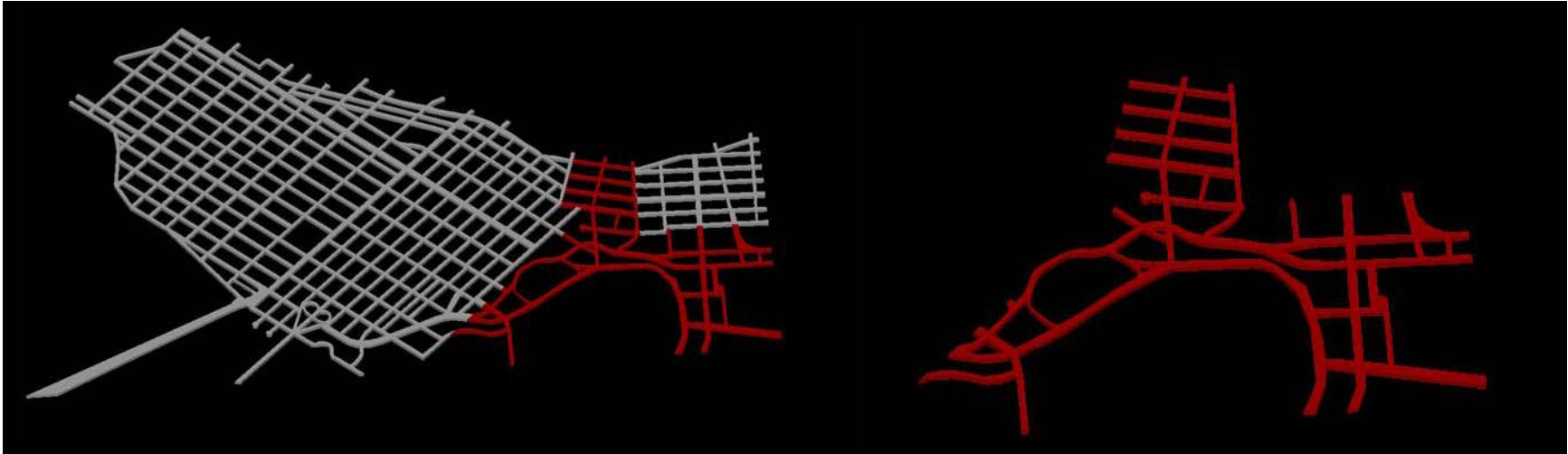


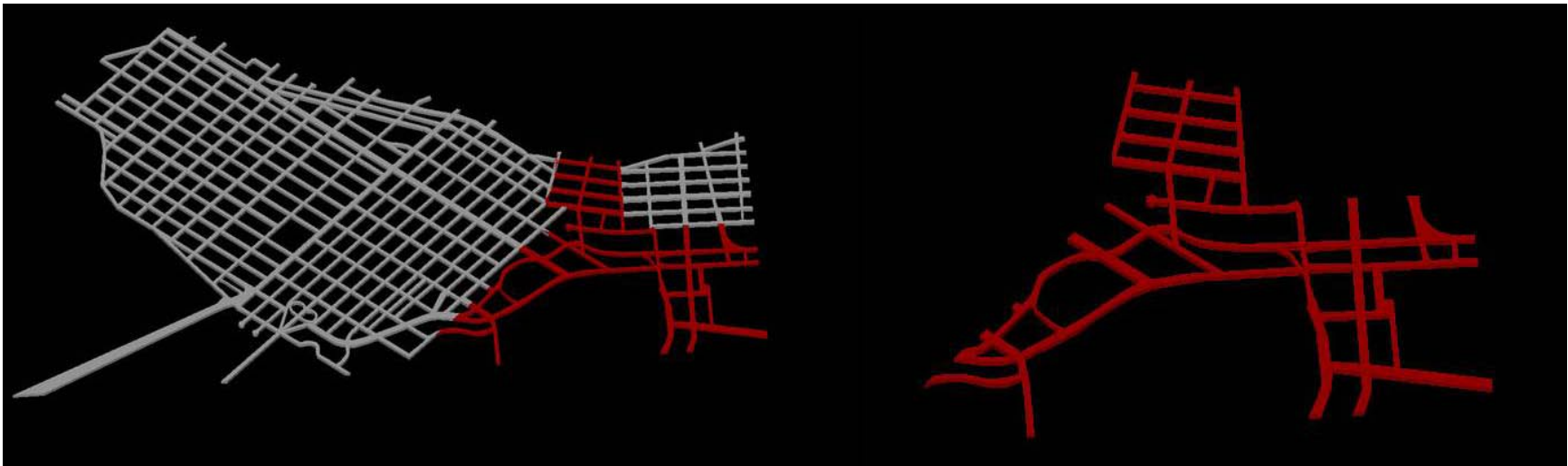
Figure Ground - Proposed

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Existing Grid



Reconfigured Grid

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