



## REPORT

Report Date: November 23, 2021  
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Meeting Date: December 8, 2021  
[Submit comments to Council](#)

TO: Standing Committee on City Finance and Services

FROM: General Manager of Planning, Urban Design and Sustainability

SUBJECT: Marine Landing Policy Updates for *Marpole Community Plan* and *Cambie Corridor Plan* Areas

## RECOMMENDATION

- A. THAT Council approve the proposed *Marine Landing Policy Updates*, as attached in Appendix A of this report.
- B. THAT Council approve the proposed amendments to the *Marpole Community Plan*, *Cambie Corridor Plan* and *Hudson Street RM-4 Guidelines* as outlined in Appendix B of this report.
- C. THAT Council approve an amendment to the *Community Amenity Contributions Policy for Rezoning*s, as generally set out in Appendix C, to implement a negotiated CAC approach for the Marine Landing Intensive Employment Sites, removing the CAC exemption for these sites within the South Vancouver Industrial Area as per Section 8.2(d).

## REPORT SUMMARY

This report presents the outcomes of the Marine Landing area planning analysis and introduces new *Marine Landing Policy Updates* which will be used to guide future rezoning applications on applicable sites seeking greater heights and/or densities beyond those currently enabled under the *Marpole Community Plan* and *Cambie Corridor Plan*. The analysis was completed in response to Council directions supported through the *Ashley Mar Issues Report* (2020) and the *Employment Lands and Economy Review Policy Directions* (ELER, 2020), which aim to address Council's priorities for delivery of affordable housing and intensification of job space around the Marine Drive Station in Marpole.

The report also includes associated *Marpole Community Plan* and *Cambie Corridor Plan* amendments and related policy amendments needed to support policy changes for this part of

Marpole, including the removal of the current community amenity contribution (CAC) exemption for non-strata commercial rezonings within the Marine Landing intensive employment area. These proposed policy updates have also been developed to align with early quick start actions which implement emerging directions for the *Vancouver Plan*.

### **COUNCIL AUTHORITY/PREVIOUS DECISIONS**

- *Marpole Community Plan* (2014)
- *Cambie Corridor Plan* (2018)
- *Ashley Mar Issues Report* (2020)
- *Employment Lands and Economy Review* (2020)
- *Vancouver Plan Update and Quick Start Actions* (2021)
- *Transportation 2040* (2013)
- *Coastal Adaptation Plan: Fraser River Foreshore* (2019)
- *Rain City Strategy* (2019)
- *VanPlay* (2019)
- *Rezoning Policy for Sustainable Large Developments* (2018)
- *Zoning and Development By-law No. 3575*
- *Community Amenity Contributions Policy for Rezonings* (1999, last amended 2021)
- *City of Vancouver: Regional Context Statement Official Development Plan* (2013)
- *Metro Vancouver 2040: Shaping our Future* (2011)

### **CITY MANAGER'S/GENERAL MANAGER'S COMMENTS**

The *Marine Landing Policy Updates* are a direct response to Council's updated priorities for affordable housing and job space intensification close to rapid transit in Marpole. The completed area analysis re-assessed the needs of a growing urban community. The new policy updates provide guidance on built form, public realm, public benefits and archaeological reviews for applicable sites going through the rezoning process when seeking heights and densities beyond those currently approved in the two community plans. They also summarize area-wide utilities and transportation priorities required to support future growth.

The City Manager recommends approval of the foregoing.

### **REPORT**

#### ***Background/Context***

#### **Ashley Mar Issues Report**

In February 2020, Council directed staff through an Issues Report to consider a rezoning application for redevelopment of the Ashley Mar Housing Co-op site with building heights beyond those envisaged in the *Marpole Community Plan*, to renew and increase the stock of social housing on site. Through the same report, Council also directed staff to consider rezoning enquiries for other identified social housing sites in Marine Landing through an updated area planning analysis, to determine appropriateness for additional height to address Council's housing priorities. These proposed policy updates affect all nine 'C sites' identified in Chapter 8 of the *Marpole Community Plan*, which are existing social housing sites or future inclusionary



housing sites in Marine Landing, and collectively labelled as affordable housing sites in Figure 1 (below).

### **Employment Lands and Economy Review (ELER)**

The ELER is a planning initiative that lays the foundation for economic policy and related land uses for the Vancouver Plan. Through quick start actions in 2020, Council supported intensification of job space in key areas, including Marine Landing. Greater heights and density than currently enabled under the *Marpole Community Plan* or *Cambie Corridor Plan* can now be considered for 100% job space proposals on intensive employment sites, subject to inclusion of multi-level light industrial space. Intensive employment sites are expected to continue accommodating high-density employment uses, such as office or institutional uses that are transit-trip generating, while also permitting traditional industrial use.

### ***Strategic Analysis***

#### **Marine Landing Area Planning Analysis**

Through the *Ashley Mar Issues Report*, Council directed staff to complete a coordinated area analysis for this part of Marpole to address potential impacts from additional growth for affordable housing beyond that originally anticipated under the *Marpole Community Plan*. Identification of Marine Landing for job space intensification through ELER directions further increased the need to assess and update plan policies and aspirations to effectively manage change in the neighbourhood over time. By providing a more comprehensive lens to the area, rather than completing an analysis through site-by-site rezoning application reviews, staff can better assess cumulative neighbourhood needs, while streamlining and simplifying the development process.

#### **Marine Landing Policy Updates**

##### ***Application***

The proposed *Marine Landing Policy Updates* are the outcome of the Marine Landing area planning analysis. The policy updates supplement the *Marpole Community Plan* and *Cambie Corridor Plan*, and communicate updated Council priorities for this sub-area to applicants, stakeholders and the public in a transparent and comprehensive manner. The policy updates incorporate new priorities related to green rainwater infrastructure (e.g. blue-green systems), archaeological management, and area-wide utilities upgrades and transportation improvements. The policy updates will inform future rezoning applications, and keep planning documents current and responsive to evolving policy priorities.

We anticipate updating our system of policy plans (community plans, station area plans, and policy statements) through the *Vancouver Plan* and its implementation to ensure consistency and streamlining of policy changes. This work for Marine Landing can be effectively integrated into the updated system.

The new policies apply to all privately-initiated rezoning applications for sites identified in Figure 1 (below), located in close proximity to the Marine Drive Station. Any other sites in Marine Landing should continue to reference existing land use policies in the *Marpole Community Plan* or *Cambie Corridor Plan*.

Affordable housing sites (pink) are all “C” sites originally identified in the *Marpole Community Plan* as existing social housing and future inclusionary housing sites.

Intensive employment sites (grey) are designated under both the *Marpole Community Plan* and *Cambie Corridor Plan* and encourage high-intensity employment uses that are transit trip-generating.

The Public Realm Plan applies to the area between 63rd Avenue and Fraser River, from Heather Street to Manitoba Street. Requirements are primarily limited to those on, or adjacent to, the rezoning sites in Figure 1. Some additional public realm priorities are also proposed throughout the area to support and enhance connections to broader transportation and ecological networks.

### **Land Uses**

No changes are proposed to existing land use policies approved under the two existing community plans.

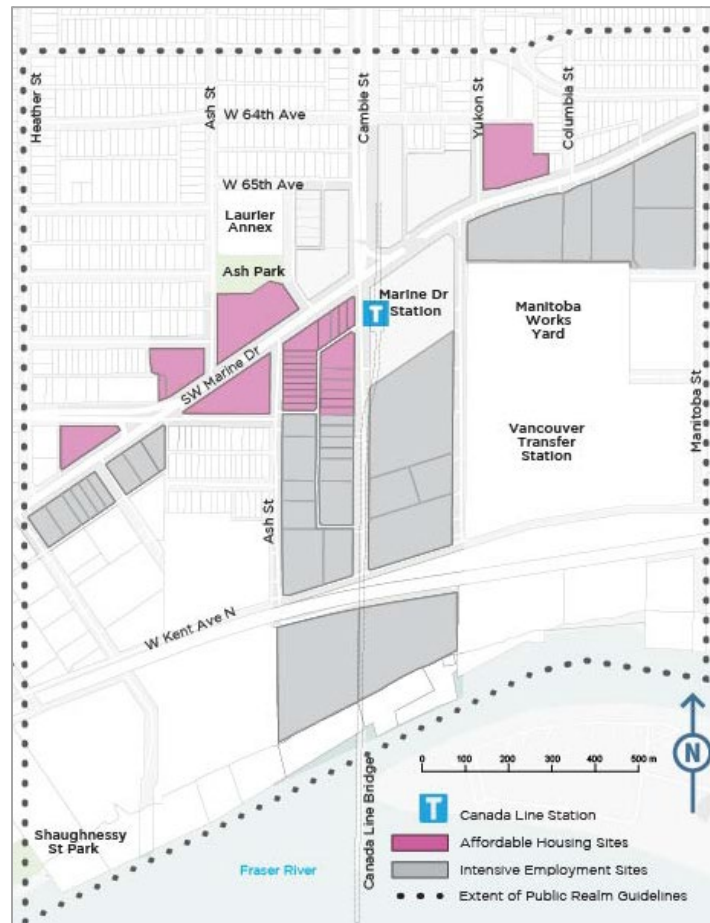
Affordable housing sites will continue prioritizing residential uses. Retail uses will be permitted on some of those sites as outlined in the *Marpole Community Plan*. Intensive employment sites are aligned with the City’s *Regional Context Statement* and land use policies approved in the two community plans, which do not permit residential uses.

In 2019, Metro Vancouver began updating its current regional growth strategy (RGS), *Metro 2040: Shaping our Future*. A draft of the updated RGS, *Metro 2050*, was released in June 2021. This includes a new provision that would allow municipalities to consider affordable and rental housing as part of mixed-use residential-light industrial buildings within 200 metres of rapid transit stations. Mixing of light industrial and residential uses is not a common practice, and various questions will need to be considered before moving forward. Should this new provision be adopted as part of the final version of *Metro 2050*, the City will need to develop criteria for determining whether mixed use proposals are supportable on industrial sites in locations such as Marine Landing. Additional considerations, such as adequate public amenities to serve a growing population or potential land use adjacency conflicts, will also need to be considered.

### **Height and Density**

Due to the inherent complexity of lot sizes and geometries, ownership patterns, and varying utilities and transportation requirements, the form of development will be guided by new urban design principles and built form guidelines. The existing Marine Gateway development remains

**Figure 1: Marine Landing Study Area**



the focal point with the tallest towers at the intersection of Cambie Street and SW Marine Drive. Future sites should generally transition downwards away from the intersection.

Consideration of additional height and density will be determined on a case-by-case basis through the rezoning process, subject to satisfying the objectives of all applicable policies and guidelines, including the evaluation of the impact of height, bulk, massing, location, and overall design. In general, affordable housing sites will be performance-based to assist with financial viability. Intensive employment sites are anticipated to have an approximate floor space ratio (FSR) of 4.5, with some flexibility for small sites to fall slightly above based on site configuration. A minimum industrial FSR of either 1.0 or 1.5 FSR will be required, based on site size, as outlined in the guidelines, with the residual designated for commercial uses (office and retail).

### ***Summary of Area Planning Analysis Findings***

The area planning analysis focused on six main topics. A summary of each is included below, with full guidelines and policies available in Appendix A.

- a) **Built Form**: Eight built form principles underscore the need for high-density developments to respond to a changing neighbourhood context adjacent to rapid transit and the Fraser River. The principles highlight the neighbourhood's unique gateway location, focus on animating the public realm, address climate change goals, and support natural systems. Guidelines were drafted specific to either affordable housing or intensive employment sites, and also general considerations applicable throughout the neighbourhood.
- b) **Public Realm Plan**: The *Marine Landing Policy Updates* focus on achieving incremental improvements throughout the neighbourhood in the forms of plazas, pedestrian mews, blue-green systems, and other opportunities within the City's rights-of-way and on private property. Over time, these efforts will contribute to an interconnected system of smaller open spaces and parks in Marine Landing, linked to a Fraser River trail.

The City is continuing to actively explore opportunities for a large riverfront park on the Fraser River near Marpole, as well as opportunities for new park space within Marpole. However, despite sustained efforts to acquire a large riverfront site for parkland in Marpole near the Fraser River since the adoption of the Marpole Plan in 2014, it is unlikely this will happen in the short- or mid-term future. It is recommended that the two community plans be amended to reflect the updated open space strategy provided in the *Marine Landing Policy Updates*.

- c) **Archaeological and Heritage Management**:  
Marine Landing is part of a larger area that has been home to the xʷməθkʷəy̓əm (Musqueam) people from time immemorial. Marine Landing is located near registered archaeological sites, namely the xʷməθkʷəy̓əm city and burial ground of čəsnaʔəm. The presence of čəsnaʔəm and other archaeological sites in the vicinity of Marine Landing strongly suggests that the area has the potential to contain unregistered archaeological sites that are protected under the *Heritage Conservation Act* (HCA). Developers are advised to complete an archaeological review (e.g., archaeological overview assessment) to identify potential archaeological risks associated with ground altering activities, such as pre-construction geotechnical investigations, utility exposures, and construction activities, to avoid contravention of the HCA. Undertaking an archaeological review prior to the commencement of ground alterations is a new rezoning requirement and should form part of any new rezoning application submission. It will require

applicants to engage with xʷməθkʷəy̓əm and other First Nations groups/organizations who have an expressed territorial interest in the area.

- d) **Transportation:** New transportation priorities have been identified for Marine Landing, including: protected bike lanes along SW Marine Drive between Cambie and Main Street; new sidewalks to improve connectivity to Marine Drive Station; and at-grade rail crossing improvements at Laurel and Ash Street. While many of these will be achieved through site-specific requirements, some transportation improvements are already being completed as part of the Marine Drive Upgrades capital project underway, such as minor intersection safety improvements along Marine Drive and other spot improvements.
- e) **Utilities:** A high-level review of sewer, water and drainage systems was completed to identify potential utilities upgrades needed to service future growth in the Marine Landing area. The review identified future required sanitary sewer network upgrades, assessed available water supply, identified stormwater requirements and coastal flood risk mitigation actions, and confirmed groundwater management requirements. Specific utilities requirements will be determined through the rezoning process, including any developer contributions toward the cost of upgrades.
- f) **Public Benefits:** New development creates demands on public amenities and infrastructure, and is therefore expected to contribute towards growth-related costs. Key priorities for the neighbourhood include affordable housing, parks and open space, childcare, and cultural spaces on industrial lands. Where feasible, new amenities in Marine Landing will be delivered through developer contributions and secured through the rezoning process. Where community amenity contributions (CACs) are negotiated, in-kind amenities will be prioritized over cash contributions where appropriate. Refer to '**Community Amenity Contributions**' below for more information.

#### **Proposed amendments to City policies, bulletins and by-laws:**

Several City policies, bulletins and by-laws need to be amended to reflect new policies supporting buildout of Marine Landing into a high-density, mixed-use transit hub. These include:

- **Community Plan Amendments**  
Various amendments to the *Marpole Community Plan* and *Cambie Corridor Plan* are needed to reflect updated guidance in the *Marine Landing Policy Updates*, and to direct the public, applicants, staff and Council to this updated policy that supplements the two community plans. A summary of proposed amendments and associated rationale is included in Appendix B.
- **Cambie Corridor Public Realm Plan (CCPRP)**  
The CCPRP came into effect in 2018 with adoption of the *Cambie Corridor Plan*. The CCPRP will need to be updated with community plan amendments to reflect the new open space strategy, which is intended to create a connected network of smaller open spaces to replace the location of the proposed 10-acre park at the foot of Cambie Street, as well as road network elements (e.g., active links, lane connectors, etc.). References to the proposed *Marine Landing Policy Updates* document will be inserted into key sections of the CCPRP to identify the most current document. More details are included in Appendix B.
- **Housekeeping Amendments**  
Should Council proceed with the proposed amendments noted above, staff recommend using this opportunity to address several other housekeeping amendments for Marpole.

The updates reflect the City's *Below-Market Rental Housing Policy for Rezoning*s and updated acoustical requirements in the *Hudson Street RM-4 Guidelines*. It is good practice to update the Plan to provide clarity for landowners, staff and developers as city-wide policy changes over time. More details are included in Appendix B.

- **Zoning and Development By-law (ZDBL)**

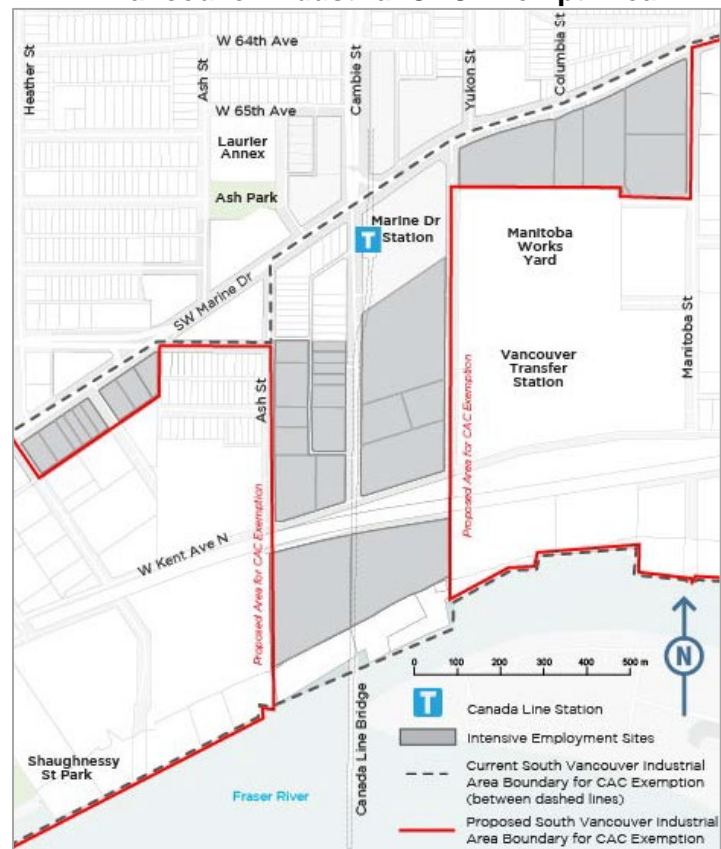
Section 10.20 of the ZDBL requires sites on Marine Drive east of Cambie Street to provide a 12.1 m (40 ft.) landscape setback for development in any M, I or CD-1 District. Historically, the intent was to buffer City sidewalks from large paved areas associated with car dealership vehicle displays. Removal of the landscape buffer between Cambie and Manitoba Streets will be proposed for Council consideration through the first rezoning application in Marine Landing to reflect a more urban public realm, inclusive of a new separated bike lane and wider sidewalks to support *Transportation 2040* and *Climate Emergency Action Plan* policies. The landscape setback west of Cambie Street will remain, but may also need to be amended in some locations through future rezoning applications to accommodate the frontage design reflective of City standards at the time.

### **Community Amenity Contributions**

The City's *Community Amenity Contributions Policy for Rezoning*s under Sec 8.2(d) provides an exemption for 100% non-strata commercial rezoning within the South Vancouver Industrial Area that are not deemed a large site<sup>1</sup>, as per the *Rezoning Policy for Sustainable Large Developments* (see Figure 2). Any large site or strata commercial rezoning within this area would use a negotiated CAC approach. The CAC exemption for the South Vancouver Industrial Area was part of the introduction of the Commercial Linkage Target for the Downtown and Metro Core areas in 2017. At the time, economic testing conducted for 100% commercial rezoning across the City determined that there was minimal land lift in the South Vancouver Industrial Lands Area based on current rezoning and land use policies at the time.

Through the proposed policy changes in Marine Landing, greater density and higher-yielding land uses are achievable, such as general office space, that raise the potential for significant land lift. As with any case where there is land lift generated through rezoning, the City looks to secure a CAC to address growth

**Figure 2: Sites to be Removed from South Vancouver Industrial CAC Exempt Area**



<sup>1</sup> Large developments are defined as sites measuring 8,000 sq. m (1.98 acres) or more, or projects containing 45,000 sq. m (484,375 sq. ft.) or more of new development floor area (*Rezoning Policy for Sustainable Large Developments*, 2018).

related impacts and help maintain the liveability of the city and its neighbourhoods as redevelopment occurs. CACs are collected in addition to the numerous transportation and utilities improvements, which will likely be required of many development sites in this area, to be determined and conditioned through the rezoning process. As part of the City's efforts to incorporate transparency and predictability in the CAC system, staff explored the possibility of implementing a CAC Target for the Marine Landing area; however, due to the unique nature of individual sites and complex engineering considerations, a negotiated CAC approach is recommended.

Figure 2 (above) shows sites proposed for removal from the South Vancouver Industrial CAC Exempt Area. Any sites removed will be subject to a negotiated CAC approach. Any CACs collected from intensive employment sites in Marine Landing will be allocated to support delivery of the *Marpole Public Benefits Strategy*, with prioritization for the public benefit priorities outlined in Chapter 7 of the *Marine Landing Policy Updates* if and when possible. As per Sec 2.1(d) of the CAC policy, CACs may also be considered to be allocated to City-serving public benefits. The revised Key Map and Cambie Corridor Map in the CAC Policy can be found in Appendix C of this report.

### ***Public and Stakeholder Input***

**Public Notification** – Two postcard mailouts were sent to the surrounding neighbourhood. The first was to inform the community of the project launch in November 2020, while the second in September 2021 invited participation in virtual public engagement on the draft guidelines and proposed policy updates. In total, 10,239 notification postcards were sent through the two mailouts. Two newsletters were also distributed through the existing *Marpole Community Plan* list-serv to coincide with the postcard mail outs, and further shared for distribution through active community groups. Information about the area analysis, online comment and questions forms, and eventually full draft guidelines were provided on the City's new digital engagement platform Shape Your City Vancouver (<https://shapeyourcity.ca>). Project information was also shared through the City's social media channels.

**Virtual Engagement** – In-person engagement was put on hold based on the provincial health authority's restrictions for public gatherings due to the COVID-19 pandemic. In lieu of in-person events, virtual engagement was held September 9-30, 2021 on the Shape Your City platform. The full draft guidelines and a summary document were posted for online viewing, along with a map of the study area, frequently asked questions, and a project timeline. Engagement tools included a short survey and open-question online event where questions were submitted and responded to during the engagement period.

Between November 2020 and September 2021, City staff also attended two Marpole Area Network community group meetings to introduce the project and follow up with an overview of the draft guidelines. Additional meetings and phone calls were also held between City staff and smaller groups of Marpole residents during this period

**Public Response and Comments** – Public input was received during the planning process through online questions, comment forms, a short survey and by email/phone. A total of 62 submissions were received. A more detailed engagement summary is found in Appendix D.

**Figure 3: Overview of Public Feedback Received**

Online Questions	2
Online Comment Forms	5
Survey Responses	37



Other input (email/telephone)	18
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Below is an analysis of all public feedback through comments by topic and ordered by frequency:

- **Transportation and Parking** – New improvements should connect to the Marine Gateway plaza and the Fraser River, ensuring that infrastructure can accommodate future growth in the neighbourhood. Traffic volumes, safety, infrastructure capacity and lack of parking were key concerns.
- **Land Use/Built Form** – Comments emphasized the importance of retail and service uses to support new housing developments and activity throughout the neighbourhood. Responses also noted that new developments should integrate into the existing neighbourhood, focus on livability, limit overlook issues, minimize shadow impacts, and provide appropriate separation between buildings. Concerns included concentration of affordable housing in high rises and changing community dynamics.
- **Public Space** – Existing public spaces such as the Marine Landing Plaza are highly valued and highlight the importance of connecting activity with spaces around Marine Landing. Comments noted the desire to connect points of interest and key destinations, and buffering of public spaces from traffic noise.
- **Park/Green Space** – New park/green space should focus on connecting people throughout the neighbourhood to important destinations (such as Marine Drive Station, the Fraser River, and the Fraser River Park), and ensure adequate green space provision as development occurs over time. Overall lack of green space in the area was one of the most frequently noted concerns, including the need for large open green space and a walking/cycling path along the river.
- **Amenities** – Respondents valued existing amenities, such as parks, community centres and schools. Suggestions for future amenities included a mix of parks/open spaces, recreational and cultural amenities.
- **Built Environment** – Comments and concerns generally focused on locating residential uses and public spaces along arterial streets/truck routes and the associated impacts from traffic noise. Odours from the Waste Transfer Station were also mentioned, with a suggestion to consider opportunities to mask smells in public space design.

### **Staff Response to Public Feedback**

The themes noted above were consistent since the project launch. Traffic-related concerns and lack of parks were the most frequent comments shared. Staff responses are as follows:

- **Transportation and Parking:** Investment into rapid transit in the Cambie Corridor has presented a significant opportunity to transform the single-family neighbourhoods into vibrant, mixed-use communities with a range of housing types supported by sustainable transportation options. New developments will support a shift in travel choice to walking, cycling and taking transit, and land uses will be primarily supportive of these sustainable modes. The focus is to ensure that routes and infrastructure for all road uses are safe, attractive, and convenient for accessing transit. The *Marine Landing Policy Updates* identify new sidewalk and cycling infrastructure to connect the Marine Drive Station to

the broader walking and cycling networks, new traffic signal locations and modifications to improve safety.

- **Land Use/Built Form:** New guidelines have been developed to encourage livable, healthy and sustainable developments through considerations such as land use adjacencies, shadowing, tower separation, integrated rainwater management and design of lively ground floors supporting a mix of uses and activities.
- **Parks, Green Space and Public Spaces:** Efforts to deliver a large park in South Vancouver along the Fraser River have been ongoing since approval of the *Marpole Community Plan* in 2014. Potential opportunities for suitable sites are being actively monitored. Due to the challenges to date involving sustained efforts to acquire a large site for parkland in Marpole near the Fraser River, the revised public realm plan focuses on opportunities for small, incremental changes to develop an interconnected network of green public spaces as buildout of the area occurs. While the majority of plazas will continue to be sought on privately-owned land, the proposed opportunities to integrate blue-green systems and convert residual rights-of-way will help to enhance public spaces and ecological networks in the area. Access to and along the Fraser River also remains a priority. Larger park space is still considered a priority, with the City actively exploring opportunities for a large riverfront park on the Fraser River near Marpole, as well as opportunities for new park space within Marpole.
- **Amenities:** The *Marine Landing Policy Updates* identify key public benefits priorities: affordable housing, park and open space, childcare and cultural spaces. Opportunities to deliver amenities will be explored through the rezoning process as sites come forward for redevelopment. Any cash CACs collected will be prioritized to support the *Marpole Public Benefits Strategy*, which identifies significant community needs for Marpole such as the Marpole-Oakridge Community Centre and Marpole Civic Centre, and may also be considered for City-serving public benefits.
- **Built Environment:** A key built form principle within the *Marine Landing Policy Update* is to design livable and social buildings, emphasizing the importance of natural daylight, ventilation and build design which responds to the area context. Specific guidelines include allowing enclosed balconies on podiums along Marine Drive to buffer occupants from noise and pollution from arterial streets and working industrial sites, respond to open space deficiencies through thoughtful integration of building amenities, and ensure sunlight access to shared open spaces and public realm connections.

### **Engagement with Involved First Nations**

As a City of Reconciliation, a sustained relationship of mutual respect and understanding with Local First Nations is a priority. Staff sent notification letters and updates to xʷməθkʷəy̓əm (Musqueam), Skwxwú7mesh Úxwumixw (Squamish Nation) and səliłwətał (Tsleil-Waututh) Nation (MST), inviting opportunities for discussions, questions and feedback on the planning process. In April 2021, City and xʷməθkʷəy̓əm staff met to discuss topics including archeological management, the Fraser River foreshore, cultural spaces and public art. Draft guidelines were also circulated for comment and feedback to xʷməθkʷəy̓əm staff in Spring and Summer 2021. On-going and deeper engagement with MST is being undertaken through related City planning processes such as the *Vancouver Plan*, *Coastal Adaptation Plan*, and a future Fraser River Trail intergovernmental working group, which may have future implications for plan implementation in Marpole.



## **Stakeholder Engagement**

As part of the area analysis, staff engaged with the following key stakeholders to assess long-range planning implications and neighbourhood priorities:

- **Vancouver School Board (VSB)**

Staff discussed implications of anticipated population growth in Marine Landing with VSB. According to 2020/2021 enrollment data of elementary schools closest to Marine Landing, enrollment is currently balanced and can be accommodated with existing school capacities. Potential growth in Marine Landing would concentrate a high amount of density in two elementary catchments – Sir Wilfrid Laurier and Sexsmith. It is possible that increased enrollment could not be fully accommodated in these two catchments. However, there is considerable reserve/surplus capacity at schools to the east of Marine Landing. Pierre Elliott Trudeau Elementary School is a seismically safe school operating at approximately 60% capacity utilization. John Henderson and Walter Moberly elementary schools also have surplus capacity available now and into the future. Even though Sir Winston Churchill Secondary School is currently operating at 99% capacity, secondary schools generally have considerably more organizational flexibility than elementary schools and can function well at a capacity utilization of 110-120%.

A Memorandum of Understanding (MoU) between VSB and the City facilitates on-going data sharing to support alignment of land use planning with VSB's long-range facilities planning. The impacts of development on student yields can be more fully assessed once development permits have been issued. Catchments serving Marine Landing could be further reviewed as buildout of the area occurs over time.

- **TransLink**

City-wide growth scenarios will continue to be shared through Metro Vancouver to TransLink to support future city and regional transit demand, which will include updated land use policies for Marine Landing. In addition to discussions around Canada Line capacity, TransLink provided input on the draft policy updates that helped inform the public realm plan and built form considerations.

## ***Financial Implications***

It is anticipated that most infrastructure improvements and public amenity expectations will be identified on a site-by-site basis and secured through the rezoning process. A new negotiated CAC approach for the Marine Landing intensive employment area will generate CACs from rezonings which will be prioritized to support public benefits priorities identified for the area and the Marpole *Public Benefits Strategy* overall, and may also be considered for City-serving public benefits. In addition to CACs, development contributions will likely be required to support utilities, green rainwater infrastructure and/or park and open space improvements in the area as the neighbourhood builds out over time. All capital projects would be considered and prioritized as part of the City's capital planning processes and development cost levy (DCL) work programs within the City's financial capacity.

## ***CONCLUSION***

This report recommends approval of new policy updates for the Marine Landing area, which will be used to guide and inform future rezoning applications in this part of Marpole. The updated

policy and accompanying plan amendments provide clarity for the development industry, stakeholders, the public, staff and Council. If approved, the policy updates would build on the vision for Marine Landing established in the *Marpole Community Plan* and *Cambie Corridor Plan*, while helping advance important Council priorities related to affordable housing and intensification of employment. Public benefits, amenities and infrastructure requirements are also highlighted to ensure that the growing population in this neighbourhood is supported by public realm enhancements, open space, transportation and utilities systems as the area builds out over time.

Proposed amendments to the two community plans will consolidate policy updates for Marine Landing arising from previous Council direction and ensure community plans are current and reflective of community and Council priorities for this part of Marpole.

The General Manager of Planning, Urban Design and Sustainability recommends approval of the aforementioned recommendations.

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MARINE LANDING POLICY UPDATES

# MARINE LANDING POLICY UPDATES

DECEMBER 2021



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## APPLICATION

These policy updates apply to the Marine Landing neighbourhood of Marpole (**Figure 1 below**). They should be referenced for all privately-initiated rezoning applications in this area for sites identified in **Figure 2**. The updates will be used by City staff and Council when evaluating projects. They also inform future improvements in the public realm. The document supplements the *Marpole Community Plan* (MCP) and *Cambie Corridor Plan* (CCP), which provide land use, housing and other supporting policy for this area.

### Built Form (Chapter 2)

- Built form guidelines in this document apply exclusively to sites identified in **Figure 2**. They supersede any built form guidelines contained in the MCP or CCP.

### Public Realm (Chapter 3)

- The public realm plan applies to the Marine Landing area identified in **Figure 2**.
- The public realm plan in **Figure 3** consolidates directions from the *Marpole Community Plan*,

*Cambie Corridor Plan*, and other applicable City plans and strategies (e.g. *Rain City Strategy*, *VanPlay*, *Biodiversity Strategy*). These existing City plans and strategies are supplemented with additional new priorities needed to support this growing community.

### Archaeological and Heritage Management, Transportation, and Utilities (Chapters 4-6)

- Archaeological and heritage management, transportation, and utilities considerations should be referenced for any development sites located in Marine Landing in **Figure 2**.

### Public Benefits (Chapter 7)

- These policy updates highlight public benefit priorities for Marine Landing. They should be consulted for any site in Marine Landing identified in **Figure 2** going through a rezoning process.

### Other

- Other relevant City plans, strategies, guidelines or bulletins continue to apply and may be identified through the rezoning process. Additional key reference policies include:
  - Rezoning Policy for Sustainable Large Developments*
  - Green Buildings Policy for Rezoning*

***In any case where there is a conflict with existing community plans, these policy updates should take precedence.***

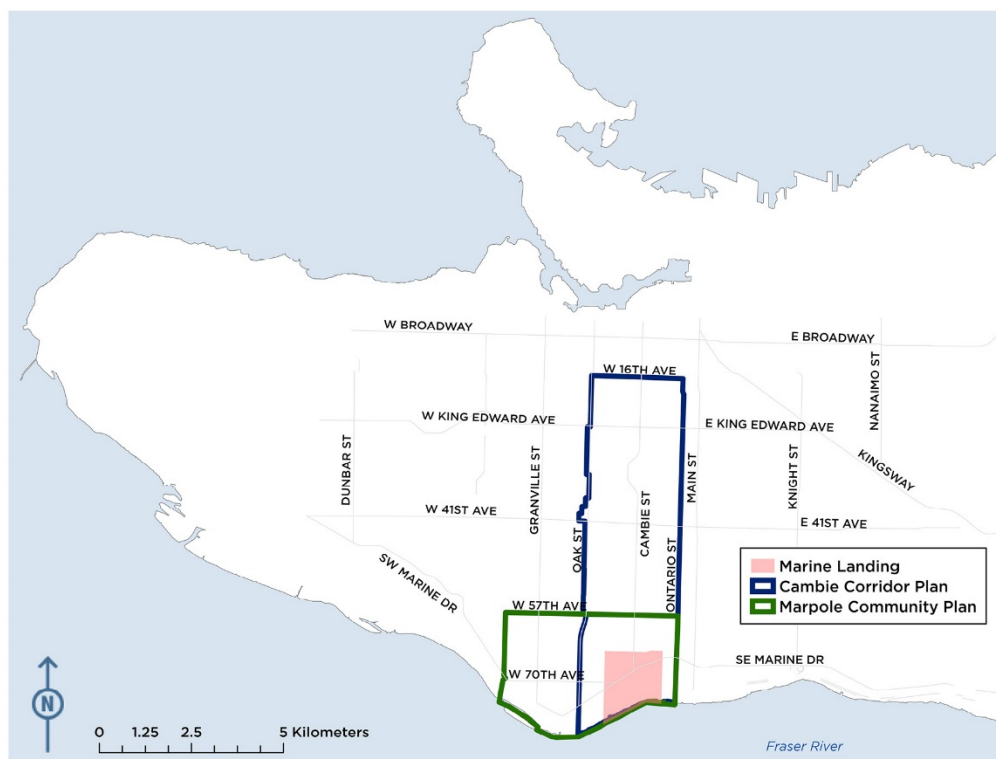


Figure 1: Marine Landing Location

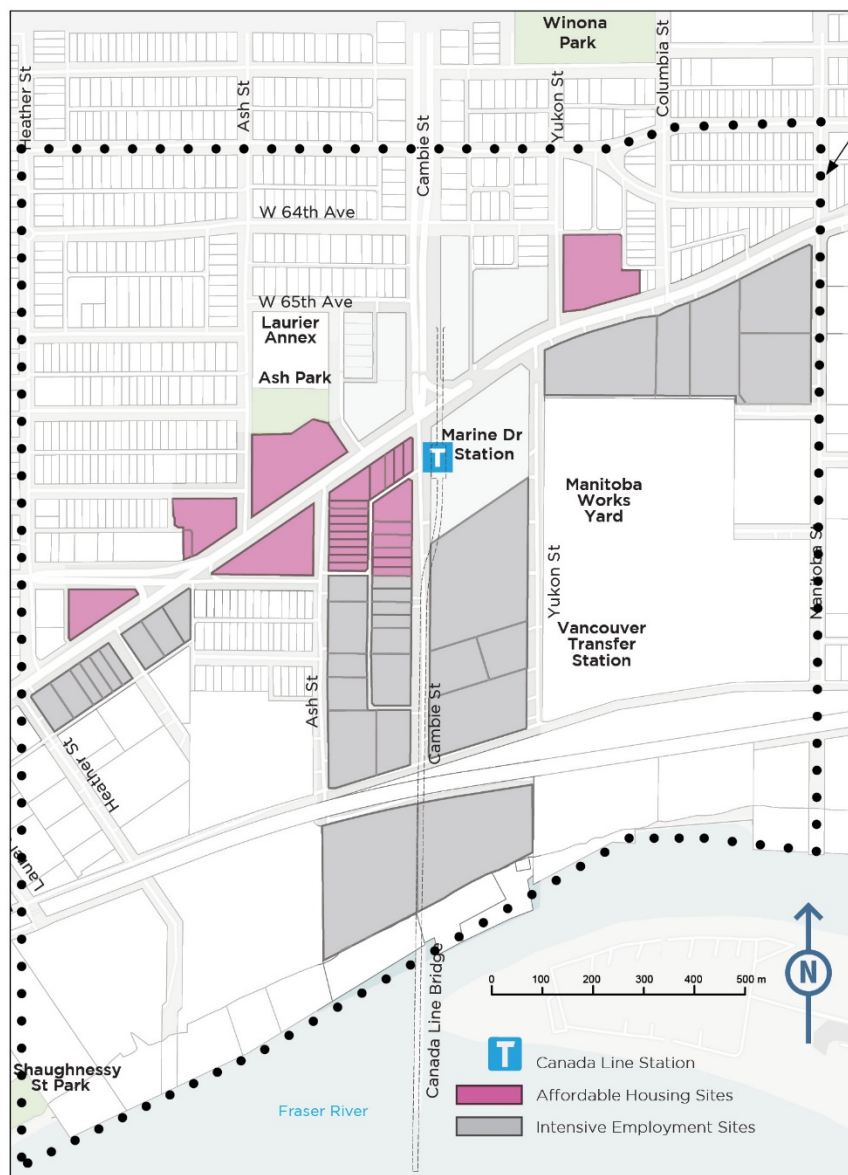


Figure 2: Marine Landing Study Area

### Public Realm Guidelines

**Extent of Public Realm Guidelines:**  
Apply to all sites between 63rd Avenue and the Fraser River.

*See 3. Public Realm for more information.*



# 1 CONTEXT







Marine Drive Canada Line Station

Marine Landing is the southernmost node in the Cambie Corridor. It is focused around Marine Drive Station at the corner of SW Marine Drive and Cambie Street and extends to the Fraser River. Since the introduction of the Canada Line in 2009, the area has been transforming into an urban community with a growing mix of housing, jobs and services.

Marine Landing is a major gateway into the city by providing rapid transit service between Vancouver, Richmond, and the airport. As a transit hub and east-west connection supporting the local and regional transportation network, it experiences high traffic volumes.

## HISTORICAL CONTEXT

Musqueam presence and stewardship in what is now known as “Marpole” spans thousands of years and continues to this day. Marine Landing is located in close proximity to the site of čəsnaʔəm, a Musqueam city and burial ground, and designated National Historic Site.

In the relatively brief period of colonial history, development in this area of Marpole has been focused on agriculture, river transportation and eventually heavy industries. Over time, it has expanded to also include housing, car-oriented commerce and other critical infrastructure.

As the area undergoes further transition, the adjacency of existing heavy industry and mixed use development including housing, commercial and service uses, will need to be carefully managed.

The unique relationships and rights of local Indigenous communities remain key to navigating the living heritage of the area, future residential and industrial development, the continuing importance of the river and the area's role in local biodiversity. The City of Vancouver acknowledges that colonial development has done immeasurable damage to this important place. Working sensitively and respectfully in this area needs to be of highest priority.

## CURRENT STATE

Today, the area is evolving into a mix of residential, industrial, and commercial land uses. In recent years, the *Cambie Corridor Plan* has facilitated construction of new high-density developments around the Canada Line station. Further densification is anticipated away from the station as development under the two community plans continues.

Past land uses have contributed to a high percentage of impervious surfaces and a low urban tree canopy, leading to a significant urban heat island effect, as identified by the City's *Rain City Strategy*. The Vancouver Board of Parks and Recreation (Park Board)'s *Parks and Recreation Master Plan (VanPlay)* also identified park access and urban forest gaps in the southern extents of Marpole, especially in the Marine Landing area.

With climate change, coastal locations in Vancouver, such as Marine Landing, will be subject to sea level rise, as well as more intense and frequent storms. Parts of Marine Landing are located within the Fraser River Foreshore zone, which is prone to flooding. Climate change will exacerbate the existing vulnerabilities.

As development in the area continues, there is an opportunity to:

- Provide resilient measures to address climate change and flood management;
- Increase connectivity to the Fraser River and throughout the neighbourhood and provide spaces for gathering; and
- Enhance access to nature by protecting the ecological, hydrological, and social values of the urban landscape and water cycle.



Landscaped setback along SW Marine Drive provides some neighbourhood greening but no new tree canopy (looking east from Aisne Street).



Vacant industrial land adjacent to the Fraser River with large impervious surfaces, also located in the flood plain (looking west).



Looking north over intensive employment sites (from Canada Line Bikeway) with high proportions of paved surfaces.



New developments along SW Marine Drive with low tree canopies (looking west towards Cambie Street).

## POLICY CONTEXT

### Housing

Vancouver is facing a growing housing affordability crisis. The widening gap between household incomes and housing costs have significantly impacted the ability of residents to own a home or find affordable rental housing. Increasing the supply of purpose-built market rental housing and non-profit social and co-op housing is a priority for the City. Additional heights and densities are often required to support the creation of new non-profit social and co-op housing, and purpose-built market rental housing.

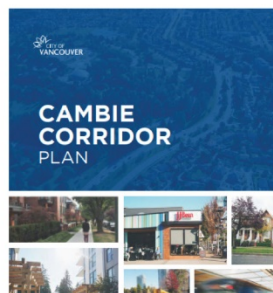
To meet the objectives of the *Marpole Community Plan* and the *Housing Vancouver Strategy*, opportunities to further expand affordable housing options in Marine Landing were supported by Council through the *Ashley Mar Issues Report*.

### Economy and Employment

Vancouver has a limited supply of commercial and industrial land, with half of all jobs located on 10% of the city's land base (as of 2020). As the population continues to grow, the economy will need to keep pace. Through the *Employment Lands and Economy Review (ELER)*, sites in Marine Landing within walking distance to rapid transit were identified to provide additional intensive employment spaces. Projects providing 100% job space and multi-level light industrial spaces may be considered at heights and densities beyond those originally identified in the *Marpole Community Plan* and *Cambie Corridor Plan*. The ELER planning process informs the economic foundation for the City's *Vancouver Plan* which relates to the *Metro 2050* regional growth strategy update.

### Policy Updates

Changes to affordable housing and intensive employment policies reinforce Marine Landing as a significant population and employment hub. The *Marine Landing Policy Updates* support the continuing transformation of the neighbourhood. Building on two existing community plans, these updates ensure that Marine Landing continues to evolve into a vibrant, sustainable and resilient urban community.





## 2 BUILT FORM





## CHAPTER STRUCTURE

The following chapter provides built form guidance for rezoning sites in Marine Landing identified in **Figure 2**. The chapter is divided into four sections.

### Chapter Organization:

1. Built Form Principles
2. General Design Considerations (apply to all sites)
3. Affordable Housing sites (pink in **Figure 2**)
4. Intensive Employment sites (grey in **Figure 2** and separated into sites greater or lesser than 8,000 sq. m)

## 2.1 BUILT FORM PRINCIPLES

Marine Landing is envisioned as a walkable urban node centered around the Marine Drive Station, with a renewed relationship to the Fraser River through blue-green networks and walking/cycling connections. The area will transition to higher intensity residential and employment uses, with tower forms concentrated around the station and a general pattern of descending heights moving west, east, and south in the Marine Landing area. The focus of these built form guidelines is the future renewal of numerous affordable housing sites throughout the area and the intensification of employment sites located largely along Marine Drive, Cambie Street and Ash Street (see **Figure 2**). The following principles and general considerations apply to both.



### Make a Good First Impression

Marine Landing is a unique gateway to Vancouver. It is the first view and impression of the city for people arriving by air and travelling to Vancouver on the Canada Line. New buildings in Marine Landing should be designed to recognize this unique and important location.

### Enhance Transitions, Connections and Relationships to the Surrounding Neighbourhood

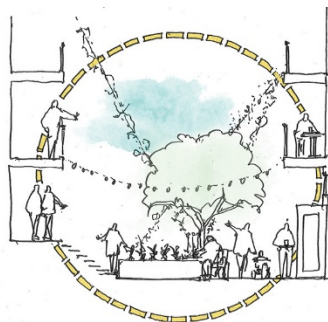
New developments should be well integrated with the surrounding neighbourhood. They should enhance public life through the provision of additional homes, workplaces, shops and services, as well as maintain access to sunlight for significant public spaces such as Ash Park. New buildings and streetwalls should provide an attractive and comfortable interface with the public realm to strengthen pedestrian connections from the transit station and throughout the neighbourhood.

### Shape and Animate the Public Realm

New buildings should enhance the public realm with active ground floor uses such as shops, restaurant patios, residential entry patios, and common amenity spaces. Public pathways should be provided through large sites to improve pedestrian connectivity. Plazas should be provided in locations that offer respite from the noise and traffic of Marine Drive. Industrial workspaces should be open to adjacent public spaces to highlight the area's industrial character.

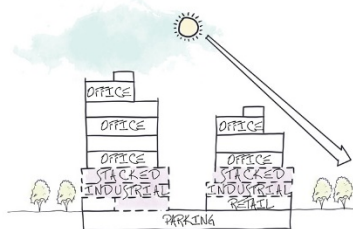
### Take Advantage of Unique and Varied Sites

The unique angled orientation of Marine Drive creates a varied block pattern with many irregular sites. Buildings on irregular sites may reflect 'flatiron' geometries to enhance street-end views and create unique vistas and street scenes.



### Design Livable and Social Buildings

Quality of life is greatly improved by access to fresh air, nature, and outdoor space. Natural daylight and ventilation, protection from vehicular noise and pollution, and access to a variety of outdoor spaces (shared and private) all contribute to livable building design and community well-being. Livability and sociability should be at the forefront to create healthy homes and workplaces.



### Maximize Flexibility and Encourage Industrial Stacking

Flexibility in design is critical to building a resilient supply of employment spaces in Vancouver. Job space buildings should include stacked industrial and production workspaces and incorporate adaptive planning of workspaces to be responsive to future changes.



### Build Neighbourhoods and Buildings that Respond to Sea Level Rise

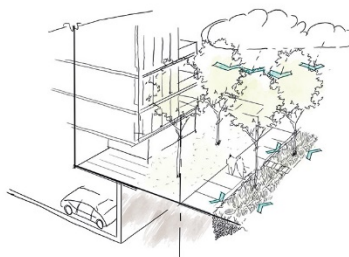
Marine Landing is located in an area vulnerable to sea level rise. Raising new development, exploring adaptive building design and incorporating flood-resilient construction methods provides an added line of defense. Innovative parking solutions should respond to existing conditions while ensuring flexibility and adaptability to shifting transportation technologies and modes. Sustainably managing rainwater on sites and roads will also help increase the capacity and lifespan of existing drainage infrastructure.



### Support Natural Systems

Industrial development in the area has resulted in extensive impervious and paved areas that significantly limit green space. It is important to re-establish urban tree canopy and biodiversity, and to integrate green rainwater management strategies in new developments. A number of strategies that support natural systems also align with objectives around livability, walkability, sustainability, and affordability.

Underground parkade construction is costly and a source of carbon emissions. Parkades should be limited in size, and set back from site edges to provide space for rainwater infiltration and new and retained trees.



As sites develop and densify, space at the ground level may be limited. Rooftop spaces can provide opportunities for social shared outdoor space. Rooftop space should be cross-utilized to provide urban agriculture, tree canopy, alternative energy systems, and green roofs for rainwater management wherever possible.

## 2.2 GENERAL DESIGN CONSIDERATIONS

### Height

Additional heights and densities beyond those outlined in existing community plans will only be considered for developments delivering additional affordable housing or multi-level light industrial job space (sites in **Figure 2**). Consideration of additional height and density is subject to satisfying the objectives of all applicable policies, including the evaluation of the impact of height, bulk, massing, location, and overall design of the building on the site, surrounding neighbourhoods, buildings, and streets. Proposals should contribute to the provision of on-site open space, enhanced landscape, and improvements to the general amenity and pedestrian priority of the area. This chapter is intended to provide guidance in establishing how buildings sit within, and relate to, the evolving context.

- 2.2.1 Within the immediate station area, there is a general hierarchy of height and density associated with the four corners of the intersection of SW Marine Drive and Cambie Street, with the southeast corner, the Marine Gateway station site, acting as the highest point.
- 2.2.2 Building heights should generally transition downwards away from the intersection of SW Marine Drive and Cambie Street. The Marine Gateway station site should continue to be the focal point with the tallest towers.
- 2.2.3 The intent is to enable consideration of greater height, including tower forms, for sites in the neighbourhood surrounding the station, while maintaining a general pattern of tower heights which step down moving away from the highest point at the station. The unique considerations of each housing site may result in some variation to this pattern.

- 2.2.4 Maintaining access to sunlight for Ash Park is the primary consideration. No additional height beyond the Plan will be contemplated if the result casts any net new shadow on Ash Park between 10am and 4pm on either equinox.
- 2.2.5 Tower elements, considered to be any portion of a building above six storeys (approx. 70 ft. in height), should have a minimum of 24.4 m (80 ft.) separation from residential towers and a minimum 18.2 m (60 ft.) from commercial tower elements. Proposed developments should demonstrate tower separation to adjacent existing and anticipated future tower forms.
- 2.2.6 Additional tower heights should carefully consider cumulative impacts of all buildings. Towers should be located to preserve livability, open space, sunlight on public space, pedestrian scale and experience, while also achieving an overall variation in height.
- 2.2.7 Determination of appropriate tower heights for individual sites will be responsive to the evolving context and cumulative impacts of new towers.
- 2.2.8 Flexibility will be applied in accommodating sloping sites, mezzanines, flexible and adaptable floor-to-floor heights, rooftop accesses, sculptural rooflines, or similar elements.

### Skyline and Architectural Approach

- 2.2.9 Applications for additional height and density should exhibit excellence in architecture that reinforces and enhances Marine Landing as a gateway into the City.
- 2.2.10 Buildings should be shaped at upper levels to contribute to a local gateway identity, provide visual interest and to create a varied and sculptural skyline.

- 2.2.11 Design and scale of architectural elements and frontages should be relatable to the pedestrian environment to create a strong sense of place. Large blank or monotonous streetwalls must be avoided. Building design should add visual interest that enhances the pedestrian experience and public spaces.
- 2.2.12 Access to varied roof levels for use as amenity space, urban agriculture, and blue-green roof elements should be an integral part of the strategy for massing and skyline expression. Extensive or intensive green roofs should be incorporated on any flat roof when utilizing non-combustible construction, including consideration for soil volumes sufficient to support large or medium tree growth, where appropriate.
- 2.2.13 Massing should be articulated to reduce the visual bulk by breaking long facades into distinct forms through vertical recesses, shadow lines and/or material and colour variations.

### Shadow Impacts

- 2.2.14 Careful consideration should be given to building massing, height and the cumulative impact of development on sunlight in Ash Park and on the Laurier School Annex.
  - Proposed heights should not result in new shadow impacts on Ash Park at the equinoxes between 10am and 4pm.
  - Limit net new shadowing onto the existing Laurier Annex school site. Particular regard should be given to playground and playing field areas during morning school recess period.
- 2.2.15 Buildings should be designed to minimize shadow impacts on public space, north sidewalks, mid-block connections,



plazas, and the expanded transit plaza as outlined in **3.2.4 Marine Gateway Plaza Enhancements**.

- 2.2.16 Sunlight access on the sidewalks along Marine Drive is an important design consideration.
- Buildings should be designed and placed to create north/south openings and breaks in massing that allow sunlight to penetrate to the street and sidewalks, enhancing the experience for pedestrians.
  - While it is understood that towers located on the south side of SW Marine Drive will shadow the north sidewalk, they will be spaced to minimize impact. Podiums of buildings located on the south side of SW Marine Drive should not shadow the north sidewalk of SW Marine Drive at the equinoxes between the hours of 10am and 4pm.
- 2.2.17 Building form and massing should also be designed with consideration for sunlight access to plazas, courtyards, pedestrian mews, rooftop amenities, gardens, and common areas, wherever possible.

#### Land Use Adjacencies

- 2.2.18 Site development and design should consider surrounding land use. Residential uses should be located away from adjacent industrial uses, particularly heavy and noxious industrial uses.
- 2.2.19 Buffer higher occupancy uses (e.g. residential, office) with lower occupancy uses (e.g. light industrial) to mitigate impacts from surrounding heavy and noxious industrial uses.
- 2.2.20 Review and design for current TransLink requirements for developments close to guideways, as applicable.

#### Public Realm and Shared Outdoor Spaces

- 2.2.21 Buildings should be designed to shape and create public spaces and connections that support public life by:
- Locating and buffering open spaces from the noise and pollution of SW Marine Drive, Cambie Street, and the Canada Line.
  - Ensuring suitable sunlight access to shared open spaces and public realm connections.
  - Providing a comfortable human scale in areas immediately adjacent to, and framing, the public realm and open spaces.
  - Reducing wind tunnel effects through building design and tree planting and/or retention.
  - Activating ground floor uses to animate open spaces.
- 2.2.22 In some circumstances, an additional road dedication or statutory right-of-way (SRW) may be requested on private property to accommodate public realm improvements. It is the responsibility of the private property of the owner to maintain infrastructure within the SRW.

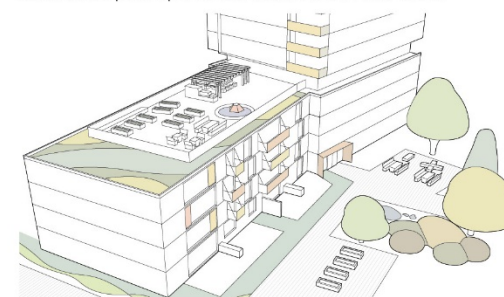
#### Ground Floor Experience

- 2.2.23 Ground floors should be lively, people-focused, and urban in character, and provide a sense of security at all hours. Primary building entrances should be clearly expressed with distinct signage, canopies, landscaping elements, and/or other architectural features.
- 2.2.24 Retail spaces should be designed with a minimum 4.6 m (15 ft.) ceiling height, significant glazing to maximize visual permeability, and entrances facing the adjacent street or public open space. A ceiling height of 5.5 m (18 ft.) or greater is highly encouraged.

- 2.2.25 A variety of storefront widths is recommended to enable a mix of business types and to improve the experience for pedestrians.
- 2.2.26 Retail which is accessory to principal industrial uses should comply with the I-2 District Schedule and associated guidelines and administrative bulletins.
- 2.2.27 Opportunities for outdoor retail patios integrated into the overall architectural expression are encouraged, with preference for southern exposure.
- 2.2.28 Display windows and individualized tenancy design should be used to enhance pedestrian interest.
- 2.2.29 Buildings should generally be designed to mitigate wind impact at grade.

#### Livability and Healthy Buildings

Developments that support highly livable, social and healthy environments are critically important in a high density transit node such as Marine Landing. Building design should protect and buffer occupants from noise and pollution from arterial streets and working industrial sites, as well as address open space deficiencies in the area.



- 2.2.30 Buildings should be designed to deliver outdoor spaces and outdoor environments designed for human comfort and health. Design of outdoor spaces must respond to characteristics of the local environment, in particular: solar

- access, wind, rain cover, acoustics and pollution. Shared outdoor spaces should be designed for year-round use.
- 2.2.31 Design of indoor environments should provide healthy and livable spaces, considerate of daylighting, natural ventilation and healthy material usage.
- 2.2.32 Include high-quality shared amenity spaces in the building design. Co-locate indoor and outdoor amenities on rooftops, podiums, at grade, or with building entrances. Rooftop amenity spaces that take advantage of the stunning regional views from Marine Landing are strongly encouraged.
- 2.2.33 Design stairs and corridors to have access to daylight, wherever possible.

#### Lighting and Signage

- 2.2.34 Exterior lighting should be used to ensure safety and security, and to focus attention toward site and architectural features.
- 2.2.35 Lighting should be provided to draw attention to, and enhance, key outdoor spaces at all hours. It must serve both a utilitarian purpose and contribute to the overall expression of such spaces without excessive lighting levels, glare or overspill to neighbours.
- 2.2.36 Light pollution should be reduced to enhance and create bird habitat in the city, as outlined in the *Bird Friendly Design Guidelines*.
- 2.2.37 At grade, signage should be oriented and visible to pedestrians to support a walkable neighbourhood, particularly along Marine Drive, Cambie Street and the riverfront.

#### Parking

- 2.2.38 Parking entries, loading and service facilities will typically be located at the lane. Where lane access is not available, these elements should be located to

minimize impact on key pedestrian connections and frontages.

- 2.2.39 Underground parking structures should be pulled back from the property line to meet the required 5.0 m (16.4 ft.) National Building Code offset from infiltrating Green Rainwater Infrastructure (GRI) to the building foundation where applicable. It is also recommended for the parkade to be notched at the site perimeter to support tree retention and growth.
- 2.2.40 Screening in the form of feature landscaping or architectural treatment should be provided where required to visually divide service areas from the public realm.

#### Sustainability

- 2.2.41 Large developments (characterized a site area over 8,000 sq. m, or containing more than 45,000 sq. m of new development floor area) must comply with all aspects of the City's *Rezoning Policy for Sustainable Large Developments*.
- 2.2.42 It is strongly encouraged that new construction explore innovative low carbon building technologies, such as mass timber construction.
- 2.2.43 Maximize tree retention, new trees and large specimen replacement trees to support a healthy urban forest canopy and reduce urban heat island effects. Tree planting on slab should be avoided. When this is not possible, planting should maximize soil depths to exceed the *Canadian Society of Landscape Architects (CSLA) Canadian Landscape Standard*.
- 2.2.44 Incorporate strategies for integrated rainwater management in frontage improvements, landscaped areas, public plazas and semi public outdoor amenity spaces.
- 2.2.45 Green roof technologies should be incorporated into designs to enhance

open space, reduce stormwater volume, and mitigate heat island effect. Refer to the City's *Roof-Mounted Energy Technologies and Green Roofs* bulletin or similar for further details.

- 2.2.46 Passive solar shading devices integrated into the overall building expression should be incorporated where appropriate.
- 2.2.47 It is encouraged that new construction consider Zero Waste Planning initiatives such as those outlined in the *Rezoning Policy for Sustainable Large Developments*, to provide the space and means to allow waste reduction, even if they do not specifically fall under the definition of a large site as per that policy.

#### Coastal Flood Management and Internal Drainage

- 2.2.48 In response to current and future flood risk and sea level rise, individual developments sites will be expected to meet minimum Flood Construction Levels (FCLs) where applicable, and provide flood management strategies for properties in the flood plain and along the shoreline. Individual sites may also need to incorporate additional drainage management features. See also **Chapter 6. Utilities**.
- 2.2.49 Any building located within the coastal floodplain should be located at or above the FCL of 4.6 m (15 ft.), plus a site-specific allowance for land subsidence, in accordance with the City's *Flood Plain Standards and Requirements*.
- 2.2.50 Parking areas may be located below the flood construction level. Resilience to flooding for parking areas can be increased by grading parkade entrances to meet the flood construction level or by incorporating flood gates at parkade entrances. Refer to **6.4 Groundwater Management**.



- 2.2.51 Underground parking structures for sites along the shoreline should also be constructed to be waterproof (i.e. “tanked”) to avoid pumping of groundwater into the sewer system. Refer

## 2.3 AFFORDABLE HOUSING SITES

The following policy updates aim to support innovative, high-quality and green urban design and architecture, vibrant public spaces, and the blue-green network. They encourage an appropriate relationship to the existing and future context. The affordable housing sites in Marine Landing are collectively a rare opportunity for the renewal, replacement and delivery of additional affordable housing close to transit. It is also recognised that the economics, ownership, site circumstances, desired community amenities, existing conditions and aspirations are unique for each site. As such, specific guidance regarding densities and heights is not given in this document. Height and density will be subject to careful consideration and evaluation of the opportunities and challenges of each site as it comes forward for rezoning.

### Livability

- 2.3.1 Units should be designed with livability in mind, especially along SW Marine Drive. Maximize opportunities for more than one orientation to achieve cross-ventilation and energy savings.
- 2.3.2 Units should not be overly deep to ensure high livability and access to daylight, air, and outlook.
- 2.2.3 Maximize natural ventilation in units to allow the exchange of stale indoor air with fresh outdoor air, and to help regulate heating and cooling of spaces.
- 2.3.4 Explore innovative buildings forms, such as courtyard typologies or units accessed by exterior circulation in single-loaded corridor forms to orient living spaces away from noisy arterials, especially on housing sites adjacent to Ash Park.

- 2.3.5 Courtyard or single-loaded corridor forms at podium levels are encouraged to enhance social connection opportunities, provide more flexibility for two- and three-bedroom units, and facilitate cross-ventilation.

- 2.3.6 Buildings should provide ample and well-designed spaces for building residents to socialize and engage with each other, such as: shared amenity areas on podiums and rooftops, generous entry lobbies, and shared outdoor spaces of various sizes designed for different activities and year-round use, including urban agriculture, children’s play areas and covered spaces.

- 2.3.7 Units should have access to functional private outdoor space designed to facilitate outdoor enjoyment and gardening. Patios or balconies should generally be a minimum of 1.8 m (6 ft.) in depth and 5.0 sq. m (54 sq. ft.) in area.

- 2.3.8 “Juliette” balconies may be considered for social housing units (studios and one-bedroom units), subject to provision of appropriate shared outdoor amenity space in lieu.

- 2.3.9 Utilize balconies and balcony structures in addition to planting to buffer noise and particulate pollution from busy arterials. Consider providing open balconies with retractable glass systems that encourage year-round use and provide additional noise buffering and energy savings. Enclosed balconies can be considered for podium units fronting SW Marine Drive or the Canada Line.

### Streetwall and Lower Level Massing

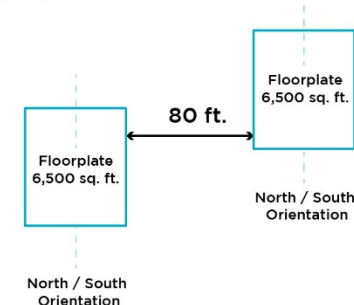
- 2.3.10 Podium design, where possible, should seek to reinforce established street orientations emphasizing street level entrances and storefronts.

- 2.3.11 Podium height in association with a tower should typically not exceed six storeys.

- 2.3.12 Break down long building frontages through secondary active links and/or on-site pedestrian mews as indicated in the public realm plan (see **Figure 3**).

- Building massing should announce entrances to these connections through increasing openings at the entries.
- Building massing at the mews should maximize sun exposure. The mews proportions should prevent a tunnel effect and enhance the sense of openness.
- The clear width of pedestrian mews should be a minimum of 30 ft., with an ideal width to height ratio of 1:1.5.
- Shoulder setbacks of 3.0 m (10 ft.) may be provided adjacent to mews to improve mews proportions (i.e. height to width ratio).
- For primary and secondary active link requirements, refer to the *Cambie Corridor Public Realm Plan*.

### Mid-Rise, Upper Level and Tower Massing



- 2.3.13 Tower elements considered to be any portion of a building above six storeys (approx. 70 ft. in height), should have a minimum of 24.4 m (80 ft.) separation from residential towers and a minimum 18.2 m (60 ft.) from commercial tower elements. Proposed developments should

demonstrate tower separation to adjacent existing and anticipated future tower forms.

#### Orientation

- 2.3.14 Towers should generally be designed in a north-south orientation to minimize shadow impacts.
- 2.3.15 Tower placement, orientation and design should mitigate direct sightlines between units in neighbouring towers (i.e. provide a “checkerboard” pattern).
- 2.3.16 Building form, siting and orientation should respond to and reflect irregular site geometries.

#### Tower Floorplates

- 2.3.17 Tower floorplates should not exceed an average gross area of 6,500 sq. ft., excluding open balconies.
- 2.3.18 Tower floorplate depth should not exceed 90 ft. to avoid the appearance and impacts of a large slab tower.

#### Mid-Rise Buildings

- 2.3.19 Mid-rise buildings up to 12 storeys may have larger floorplates and longer forms. Simplicity in massing will be considered to support mass timber proposals.

#### Height, Pattern and Variation

- 2.3.20 Variation in tower height is desired, with a general pattern of stepping down away from the Marine Drive Station and the Marine Gateway development.
- 2.3.21 Sites with multiple towers should distinguish tower heights by stepping down tower heights in minimum four storey increments.

## 2.4 INTENSIVE EMPLOYMENT SITES

The *Marpole Community Plan* and *Cambie Corridor Plan* identify numerous sites for intensive employment use in Marine Landing. Industrial lands continue to play an important role in providing jobs in the city and the region. The policies updates in this document aim to expand and intensify employment spaces on these sites while ensuring that the needs of more traditional industrial uses are met. The updates also build in flexibility that is key to a successful economic district by ensuring the buildings can adapt and evolve to accommodate changes in economic production and the nature of employment. Intensive employment lands shall not contain residential uses.

### Density

- 2.4.1 New developments on intensive employment sites proposing heights and densities beyond the *Marpole Community Plan* and *Cambie Corridor Plan* must provide multi-level light industrial floor area as follows:
  - 1.5-2.0 FSR on sites 8,000 sq. m or larger;
  - 1.0 FSR on sites under 8,000 sq. m.; or
  - 1.5-2.0 FSR if sites are between 2,203 sq. m and 8,000 sq. m in size and the total density exceeds 4.5 FSR (see 2.4.2 below for details).
- 2.4.2 Densities up to 4.5 FSR will be considered to accommodate intensification of employment spaces subject to provision of stacked industrial spaces. The proposed FSR is an estimate based on intended design performance with respect to site size, form/typology, height and scale appropriate for respective locations and transition to adjacent properties. The development potential for each site may fall within, below or, for small sites well-served by existing

streets and lanes, above the FSR range and will be determined by careful analysis of individual proposals based on urban design and public realm performance.

### Livability

- 2.4.3 In addition to livability guidelines in the general section, daylight and natural ventilation in work environments can improve energy usage as well as promote health and productivity. Considerations should include:
  - Building orientation and massing;
  - Increased floor-to-floor heights;
  - Solar shading devices, light shelves and glazing performance; and
  - Operable windows.

### Flexibility of Employment Uses

- 2.4.4 To achieve long-term flexibility of intensive employment spaces, buildings should be designed to accommodate:
  - Robust structural capacity for future uses
  - High ceilings
  - Convenient access to loading, garbage and elevators for all floors and mezzanines
  - Freight elevator(s):
    - Industrial uses not located on the same level as the loading spaces must have access to a freight elevator.
    - If a mixed-use building contains industrial and non-industrial uses, a separate freight elevator and a separate dedicated passenger elevator should be provided.
    - Elevators in North America must follow the safety standards published in *ASME A.17.1/CSA B44 - Safety Code for Elevators and Escalators*.

## Vertical Stacking of Uses

As a means of intensifying industry and production spaces, vertically stacked uses are encouraged. Floor to floor heights should accommodate a range of industrial and office tenancies.

- 2.4.5 Generally, office uses should provide 3.7 m (12 ft.) floor-to-floor heights. Additional floor-to-floor height can be considered to accommodate mass timber construction.
- 2.4.6 Generally, industrial uses should provide minimum floor-to-floor heights between 5.2 m to 6.1 m (17-20 ft.), except as outlined below.
- 2.4.7 Objectives for mezzanines include:
  - Continuity with the primary use or space;
  - Locating mezzanines away from front or flanking facades as much as possible so that the main volume of industrial space is right at the frontage.
  - The total floor area of the mezzanine does not exceed 50% of the industrial use at the ground floor; and
  - The recommended industrial floor to floor height is a minimum of 8 m (26 ft.) with a minimum floor to floor height of 4 m (13 ft.) above and below the mezzanine
  - Refer to the *M and I Districts - Development Criteria for Functional Industrial Space* bulletin for further guidance.

## Architecture

- 2.4.8 Building architecture should reflect the industrial character of the area. High quality materials are expected in a scale that is appropriate to the use of the building and its relationship to pedestrian areas.

## Entries

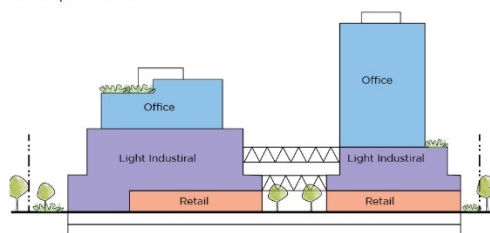
- 2.4.9 Multiple entries are encouraged on intensive employment buildings. These entries should be oriented to street frontage, be clearly visible and inviting.

## Parking and Loading

- 2.4.10 Surface parking in intensive employment areas should be absolutely minimized. Where provided, it should be screened by buildings or landscaping.
- 2.4.11 Loading and service facilities should be located to minimize impact on pedestrians and cycling routes and be screened by buildings or landscaping.

## INTENSIVE EMPLOYMENT SITES GREATER THAN 8,000 SQ.M

This section provides built form guidance for large intensive employment sites. These large sites are not typically well-served by existing streets and lanes. These guidelines aim to balance the aspirations for the public realm and blue-green systems network with the advantages and opportunities for industry and job space that these sites present.



## Building Height and Form

On larger sites, active links, pedestrian mews, plazas and open spaces should achieve a high quality public realm and improve pedestrian connectivity. A variety of building heights and forms will support the evolving workplaces in Marine Landing. It is recognized that

well-functioning industrial spaces require large floorplates and higher ceilings. In general, the following guidelines support taller buildings with office-suitable floorplates, and lower buildings with larger floorplates suitable for industrial uses. Lower-mid level bridging connections are supportable as a way to balance the public realm objectives with the needs of industry.

- 2.4.12 Developments on large sites should be designed with a campus approach to siting and design, with multiple buildings articulated with varying heights and floorplate sizes. Diverse and complementary building forms and scales will ensure flexibility for various employment uses as well as support the overall amenity and experience of the Marine Landing area.
- 2.4.13 Height should respond to context, considering neighbouring development with an expectation that height generally decreases with distance away from the Marine Gateway node.
- 2.4.14 Tower elements, considered to be any portion of a building above six storeys (approx. 70 ft. in height), should have a minimum 18.2 m (60 ft.) separation from other commercial tower elements, and a minimum of 24.4 m (80 ft.) from residential towers above 21.3 m (70 ft.). Proposed developments should demonstrate tower separation to adjacent existing and anticipated towers.
- 2.4.15 Towers are expected to have a lower podium as a base to provide street enclosure.
- 2.4.16 Tower forms up to 51.8 m (170 ft.) in height should have a maximum floorplate area of 20,000 sq. ft., and be expressed as a narrow bar form. The width of the tower floor plate should be narrower than its length. Bar building orientation should minimize shadowing impact on the public realm and public open spaces. Buildings



- longer than 45.7 m (150 ft.) should introduce significant breaks in massing; meaningful articulation and a highly engaging architectural expression.
- 2.4.17 Tower forms exceeding 51.8 m (170 ft.) and up to 76.2 m (250 ft.) in height should have a maximum floorplate area of 12,000 sq. ft., and be expressed as a slim and vertical form. The tower floorplate width should be proportional to its depth to present a slender form as viewed from all directions, minimize bulk, increase openness to the sky, and minimize shadowing impact on the public realm and public open spaces. A high level of massing articulation and architectural expression is expected.
- 2.4.18 Developments with multiple buildings should generally provide a minimum four-storey height differential between towers to create a diverse collection of towers.
- 2.4.19 Floorplates sizes should provide maximum flexibility for job space uses as well as desirable daylighting conditions for building occupants.
- 2.4.20 To support well-designed and functional tower floorplates, floors should not exceed 115 ft. in width (east-west direction; typically frontage) to promote adequate daylighting, ensure slender form and minimize bulk.

### Streetwall, Setbacks and Lower Level Massing

- 2.4.21 To facilitate diverse employment uses, including stacking light industrial uses, podium design should be flexible, and respond to the unique needs of the site and desired employment programming.
- 2.4.22 Podium massing should respond to the public realm connections and places on site, including streetwall definition and framing active links and/or pedestrian mews as indicated in **3. Public Realm**.

- 2.4.23 The podium should reinforce the predominant and established streetwall within its context. This may require setting back upper podium levels and towers. Where provided, shoulder setbacks should be a minimum 3.0 m (10 ft.) from building edges.
- 2.4.24 Towers may extend to grade to provide emphasis at corners, or further variety in the expression of the podium base.
- 2.4.25 Where pedestrian mews are not provided for frontages longer than 45.7 m (150 ft.), introduce a significant major break(s) in the building massing as well as variety of articulation to avoid repetitive expression. Breaks in massing should contribute to an engaging pedestrian experience through sidewalk pedestrian plazas.
- 2.4.26 Refer to **3. Public Realm** for guidance regarding setbacks to support public realm and green rainwater infrastructure, and for guidance regarding relationship to the public realm. Given unique frontages, the appropriate setback and treatment will vary and will be determined through the rezoning process for each site.
- 2.4.27 Lower level and -podium massing should be articulated and scaled to allow for sunlight penetration to streets and public spaces.

### On-site Pedestrian Mews and Public Spaces

In addition to the Primary and Secondary Active Links and Mid-block Connections identified in the *Marpole Community Plan* and the *Cambie Corridor Public Realm Plan*, development of large intensive employment sites should be organized around a network of on-site public mews and public spaces.

- 2.4.28 Provide universally accessible connections in accordance with **3. Public Realm**.
- 2.4.29 Pedestrian mews should be located approximately every 150 ft. to 250 ft. to support the public realm network and manage scale by limiting the frontage of continuous buildings.

- 2.4.30 Pedestrian mews should be located and oriented to respond to existing and anticipated connections and/or destinations on adjacent sites or public realm where appropriate.
- 2.4.31 Break down long building frontages through secondary active links and/or pedestrian mews as indicated in the public realm plan (see **Figure 3**).
- 2.4.32 Building massing should announce entrances to these connections through wider openings at the entries.
- 2.4.33 Building massing at the mews should maximize sun exposure; the mews proportions should prevent a tunnel effect and enhance the sense of openness.
- 2.4.34 The clear width of on-site pedestrian mews should be a minimum of 40 ft. to support at-grade active uses (e.g. retail spillover), with an ideal width to height ratio of 1:1.5.
- 2.4.35 Shoulder setbacks of 3 m (10 ft.) may be provided adjacent mews to improve mews proportions (i.e. height to width ratio).
- 2.4.36 For primary and secondary active link requirements, refer to the *Cambie Corridor Public Realm Plan*.
- 2.4.37 Consideration should be given to expanding mews into public spaces in areas advantaged by sun and respite from arterial noise.
- 2.4.38 Pedestrian mews should be activated, where feasible, with retail and active frontages displaying the inner workings of the stacked industrial spaces coupled with engaging landscape elements.
- 2.4.39 Pedestrian mews should be open to the sky above; however, a bridging element(s) may be supported for functionality, provided the element is used for circulation and the movement of goods; has a light and transparent appearance; is carefully located to minimize shadowing

on the mews; and limited to a single storey. Where multiple connections are required, they should be carefully located to minimize shadowing and increase views to the sky.

## INTENSIVE EMPLOYMENT SITES LESS THAN 8,000 SQ.M

This section provides additional built form guidance for smaller intensive employment sites in Marine Landing. These sites generally reflect the more traditional grid subdivision pattern of the city and are comparatively well-served by existing streets and lanes. Desired locations for Primary and Secondary Active Links and on-site pedestrian mews are identified in **3. Public Realm**, as well as in the *Marpole Community Plan* and the *Cambie Corridor Public Realm Plan*.

### Building Height and Form

- 2.4.40 A height of approximately 30.5 m (100 ft.) can be considered, with flexibility contingent on achieving functional industrial floor-to-floor heights and adapting to sloping sites.
- 2.4.41 An additional partial storey up to a maximum building height of 36.6 m (120 ft.) may be permitted for a common rooftop amenity space if contiguous with common outdoor amenity space.
- 2.4.42 Additional height may be considered to accommodate the increased structural depth and floor-to-floor height of mass timber construction.
- 2.4.43 Rooftops, and partial roof storeys should be utilized to compose architecturally significant elements of the building, adding visual interest to a diversely shaped roofline.
- 2.4.44 Buildings should be sited on the edge of the public realm as street-wall buildings defining and activating the public space.
- 2.4.45 Floorplates sizes should provide maximum flexibility for job space uses, as well as provide desirable daylighting conditions for building occupants.

## Streetwall, Setbacks and Lower Level Massing

- 2.4.46 Sites on SW Marine Drive west of 622 SW Marine Drive must provide the required 12.1 m (40 ft.) landscape setback in accordance with the *Zoning and Development By-law*, and should include the following on private property:
  - Planting of large trees to enhance the urban forest canopy; and
  - Sufficient underground parking structure setbacks to accommodate healthy tree planting, green rainwater infrastructure and water infiltration.
- 2.4.47 Refer to **3. Public Realm** for guidance regarding setbacks in other locations to support public realm and green rainwater infrastructure, and for guidance in the relationship of lower levels to the public realm.
- 2.4.48 Variation in streetwall heights is encouraged to provide visual interest, access to sunlight, and respect local views while contributing to a cohesive context with a strong street wall identify.
- 2.4.49 A zero lot-line development at the inside property line should not exceed approximately 21.3 m (70 ft.) in height, above which a minimum 3.0 m (10 ft.) shoulder setback should be provided for the upper levels. This will introduce additional building outlook, as well as accessible and useable rooftops contributing to the view along the streetscape. In all cases, mitigate temporary blank walls with quality finishes and/or green wall treatments, or explore murals (where feasible).
- 2.4.50 Floor levels should be designed to adapt to, and reflect, changing conditions along sloping street frontages to ensure an active pedestrian interface, i.e.

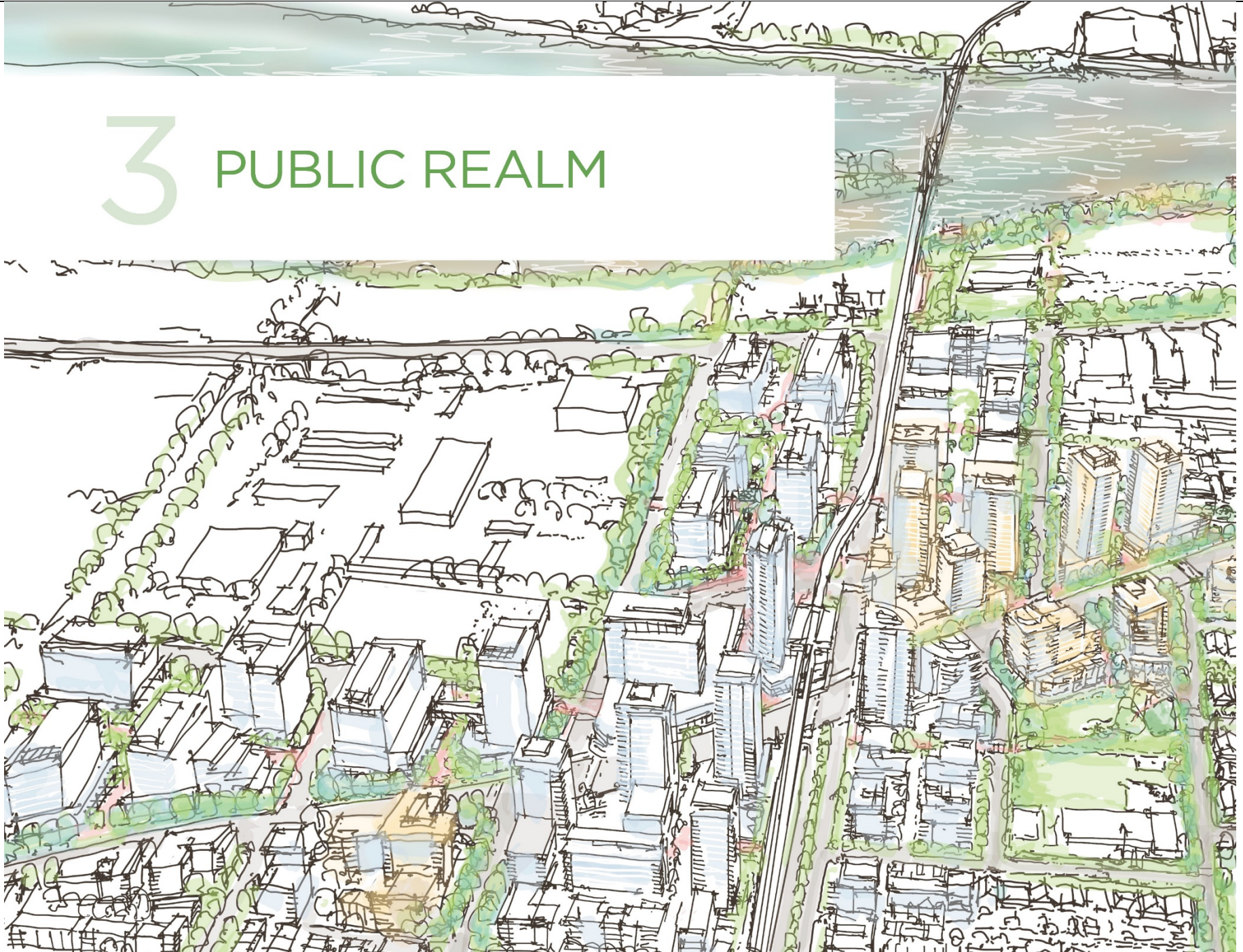
stepping down of CRUs to maintain an uninterrupted relationship to the public realm. The commercial level should read as a seamless extension of the public realm. Avoid external steps.

## On-site Pedestrian Mews and Public Spaces

- 2.4.51 Sites with frontages less than 61.0 m (200 ft.) will not typically be expected to provide on site pedestrian mews and public spaces, except where Primary and Secondary Active Links and are identified in **3. Public Realm**.



# 3 PUBLIC REALM





## CURRENT STATE

Marine Landing functions as a critical link connecting Vancouver's parks and open spaces from shore to shore. Due to the neighbourhood's recent industrial past and location along a busy arterial, walking and cycling connections are poor and the community is split into areas north and south of SW Marine Drive. Existing conditions, continued growth, climate change impacts and utilities challenges highlight the critical need to re-establish thriving urban natural systems.

## LOOKING FORWARD

As the area continues to build out, the focus will be on small, incremental improvements on a site-by-site basis. Combined, these changes will make a difference in the neighbourhood over time. The focus will be on much-needed greening opportunities through the design of streets and lively public spaces for the community to enjoy.

The design of public spaces should support placemaking and contribute to creating a unique neighbourhood identity. It should include functional, enjoyable infrastructure that encourages walking, cycling and transit. Improvements should encourage year-round use, and provide access to open space, nature and outdoor amenities to serve residents, workers and visitors to the area.

Public realm improvements will prioritize generous sidewalks and create shorter blocks through active links and pedestrian mews. Where appropriate, future developments will provide walking connections to rapid transit and between open spaces. Improving overall transportation connections will also make it easier and more enjoyable for people to move around the neighbourhood and find spaces to gather and connect with each other. By integrating green rainwater infrastructure, public spaces will be designed to manage rainwater, strengthen ecological connections, and further improve the quality of our streets.

Due to the need for green, walkable streets and attractive public spaces, these policy updates identify elements for individual sites to integrate into their site design to support natural systems and contribute to creating a vibrant community.

## CHAPTER STRUCTURE

This public realm chapter provides updated directions to inform both on- and off-site requirements as they relate to streets and open space in Marine Landing. It builds on, and supplements, the public realm features previously identified in the *Marpole Community Plan*, *Cambie Corridor Plan*, and the *Cambie Corridor Public Realm Plan*.

### Chapter Organization:

1. Public Realm Principles
2. Public Realm Plan\*
  - Frontage Improvements (location-specific)
  - Enhanced Open Spaces (location-specific)
3. Green Network
4. Urban Elements
5. Public Art

**\*Figure 3** should be consulted for a summary of all frontage improvements and enhanced open space requirements in Marine Landing. Each identified feature has a corresponding section after the map. These sections provide specific guidance and/or references to other City plans or standards (as applicable).

The City's *Engineering Design Manual* should be referenced for general sidewalk, cycling, street tree and boulevard standards.

## MARINE LANDING PUBLIC REALM PRINCIPLES

### Ecological and Cultural Stewardship

Flood management approaches and strategies for foreshore rehabilitation will protect sensitive historical, archaeological, cultural and ecological areas. The City will respectfully seek to engage Musqueam in the development of foreshore design and stewardship strategies, recognizing Musqueam's unique on-going relationship, rights and cultural heritage in this area.



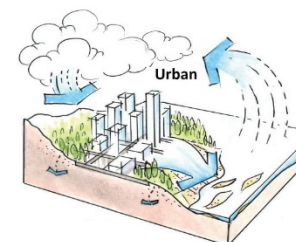
### Connection to the River

The Fraser River is a critical part of the community, the city, and the region. Future planning work for the broader Fraser River Foreshore will seek to connect people with open space, nature and each other. This will be achieved by reinforcing the neighbourhood's historical relationship to the Fraser River and reflecting its importance as a complex ecosystem through integration of green rainwater infrastructure and integrated water management strategies in Marine Landing.



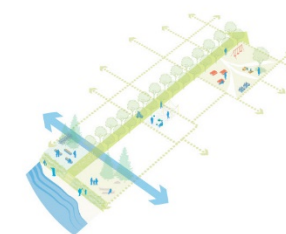
### Connected Living Systems

The public realm should be sustainable and resilient to climate change. Green rainwater infrastructure and integrated rainwater management strategies should be designed and implemented to build and integrate resilient urban ecosystems that are responsive to increasing pressures from densification and capacity constraints in the sewer and drainage system. By incorporating these strategies into the design of public spaces, we can also strengthen neighbourhood climate resilience by improving water quality in Vancouver's receiving waterbodies, mitigating urban heat island effects, enhancing the quality of green spaces and connecting habitats while also promoting community stewardship and education.



### Connected Places

Streets and the public realm serve as the connective fabric linking residents, parks, businesses, and destinations, creating places for rest and public life. The transportation network will encourage improved access to key destinations by walking, cycling and transit. Provision of smaller, local open spaces will complement access to parks throughout Marpole and enhance natural and urban ecosystems for a growing population and job space hub. Urban rainwater runoff will be managed by integrating green rainwater infrastructure into the design of public spaces to provide environmental, social and economic co-benefit opportunities. Marine Landing will evolve to have a unique sense of place through its strong connection to the greater watershed and through cultural programming in the form of public art, wayfinding and educational opportunities.





## OVERVIEW OF PUBLIC REALM ELEMENTS

The public realm plan for Marine Landing (see **Figure 3**) covers the area around the Marine Drive Station, approximately from Heather Street to Manitoba Street, and from 63rd Avenue south to the Fraser River. Specific requirements vary based on geographic location in the study area. The public realm plan should be consulted to confirm which features apply for each individual site.

Public realm features are categorized into the following two sections, for which details follow directly after the map:

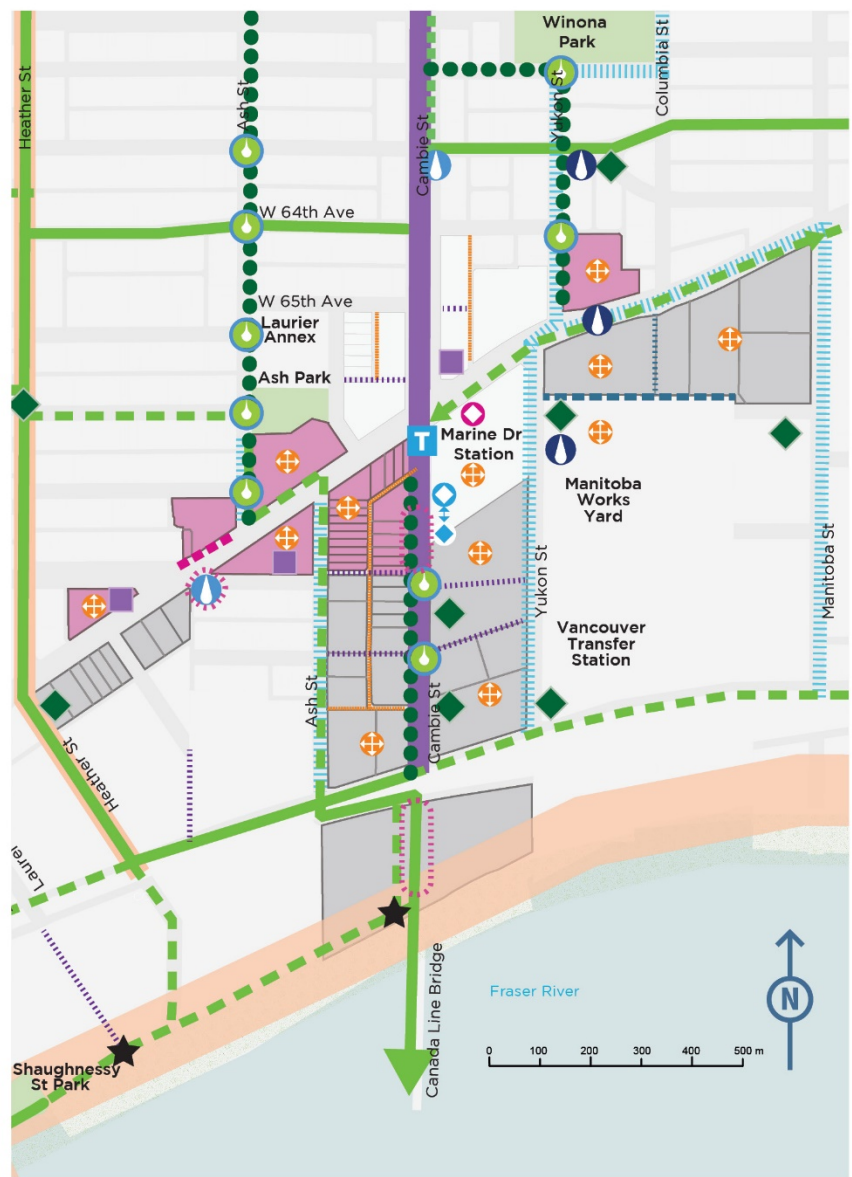
### Frontage Improvements

- General Design Considerations
- Public Realm Widths
- Park Connectors and Complete Streets
- Blue-Green Systems and Integrated Water Management
- Active Links (Primary and Secondary), Lane Connectors and New Roads
- Other Frontage Improvements

### Enhanced Open Spaces

- Future Fraser River Trail
- Street End Enhancements
- Underutilized Spaces
- Marine Gateway Plaza Enhancements
- Integrated Rainwater Management (IRMP) Opportunities
- On-Site Open Spaces (Parks/Open Space, Plazas, Pedestrian Mews)





## PUBLIC REALM

### LEGEND

- Canada Line Station
  - Affordable Housing Sites
  - Intensive Employment Sites
- Connections**
- Existing Greenway / Bikeway
  - Potential New / Improved Walking / Cycling Route (MCP & CCPRP)
  - Riparian Buffer (MCP)
  - Park Connector (CCPRP)
  - Complete Street (CCPRP)
  - Blue-Green Systems (RCS)
  - Other Frontage Improvements
  - Primary Active Link (CCPRP)
  - Secondary Active Link (CCPRP)
  - Lane Connector (CCPRP)
  - New Road
- Enhanced Open Spaces**
- Future Fraser River Trail (MCP & CCPRP) & City Greenway
  - Street End Enhancement
  - Underutilized Spaces
  - Existing Marine Gateway Plaza
  - Marine Gateway Plaza Enhancement
  - Park Connector Street IRMP Opportunity (CCPRP)
  - Typical IRMP Opportunity (CCPRP)
  - Large IRMP Opportunity (CCPRP)
  - Open Space/Park Space (MCP & CPRP)
  - Plaza (MCP/ CPRP)
  - Major Plaza (MCP/ CPRP)
  - Pedestrian Mews

(MCP) Marpole Plan  
(CCPRP) Cambie Corridor Public Realm Plan  
(RCS) Rain City Strategy

Figure 3: Marine Landing Public Realm Plan



## 3.1 FRONTAGE IMPROVEMENTS

### 3.1.1 General Design Considerations

- Provide a high quality public realm with generous planted boulevards where possible to accommodate large and healthy street trees, landscaping, integrated green rainwater infrastructure (GRI) strategies, lighting, street furniture, zero waste stations/litter receptacles, and urban elements, public art, signage and wayfinding.
- Provide generous and continuous sidewalks along entire site frontages to encourage walking, at a minimum as outlined in the City's *Engineering Design Manual*.
- Integrate on-street bike parking and other urban elements (e.g. zero waste receptacles) so that their placement does not compromise the pedestrian experience of the frontage. Where possible, strive to place bike parking and other streetscape elements so they do not limit the potential for GRI or impact conditions for enhanced planting and optimal tree health.
- Integrate existing or new street trees where possible into all frontage improvements, including along frontages without existing street trees, or where spacing is currently inconsistent. Species, spacing, and locations will be determined through the development process. See City's *Engineering Design Manual* and **Section 3.3 Green Network**.

### 3.1.2 Public Realm Widths

Road dedications and SRWs will be determined through the rezoning process. Some known dimensions for streets not categorized as specific typologies in **Figure 3** are included here for reference.

Park Connector and Blue-Green Systems have specific requirements identified in following sub-sections.

#### SW Marine Drive

- Mixed and Choice of Use Areas: Along SW Marine Drive from 70th Avenue to Cambie Street, provide a 24 ft. (7.3 m) public realm

setback as per *Marpole Community Plan* (Section 7.1.11).

- Intensive Employment Areas:
  - From intersection of 70th Avenue and SW Marine Drive to Heather Street: 40 ft. (12 m) landscape setback as per the City's *Zoning and Development Bylaw* (ZDBL). The landscape setback requirement may need to be amended in some locations through future rezoning applications to accommodate the frontage design reflective of City standards at the time.
  - Yukon Street to Manitoba Street: Setbacks to accommodate a protected cycling facility, GRI, street trees, and widened sidewalks. The ZDBL landscape buffer requirement will need to be amended with each rezoning application to accommodate the updated frontage design. See Section 3.1.4 for more details.

#### Commercial Streets

- With the exception of SW Marine Drive, streets with retail uses at grade should provide an SRW to achieve 3 to 4 m sidewalks and front and back boulevards as necessary.

### 3.1.3 Park Connectors and Complete Streets

Ash Street and Yukon Street (north of SW Marine Drive), and Cambie Street (south of SW Marine Drive), are identified as Park Connector Streets. Together with bikeways and greenways, Park Connectors are designed to link arterial and key public spaces, and to enhance walking and cycling connections within the community and to the Fraser River. The primary feature of Park Connector Streets will be to integrate rainwater management opportunities such as planted corner bulges and integrated seating.

Cambie Street is identified as a Complete Street.

See *Cambie Corridor Public Realm Plan* Section 3.6 Complete Streets and 4.2 Park Connector Street and 4.3 Integrated Rainwater Management Plan for more information.

### 3.1.4 Blue-Green Systems and Integrated Water Management

Marine Landing is within the Fraser River floodplain and has major overland flow routes associated with rainfall events. Green rainwater infrastructure (GRI) should be incorporated into the public right-of-way in Marine Landing where appropriate to improve water quality, resilience and livability through creation of a healthy urban ecosystem.

Streets identified in this section should include some form of green rainwater infrastructure (GRI) at a site or district scale, including Blue-Green Systems (BGS) as defined in the City's *Rain City Strategy*. BGS frontages should maximize conditions for street tree health. Large planted street trees should be incorporated into swales where possible. The design of boulevard swales for overland flow routes should generally be around 6 m (20 ft.) in width.

#### SW Marine Drive (between Yukon and Manitoba)

- This segment is a major overland flow route which floods on a regular basis during rain events. A BGS should be incorporated with an approximate width of 6 m (20 ft.), subject to a review on a site-by-site basis (e.g. utility conflicts, groundwater) Ultimate dimensions will be reviewed and determined at the time of rezoning.
- A single row of water-tolerant trees with large canopies should be accommodated within the BGS.

#### Manitoba Street

- The section of Manitoba Street south of the SW Marine Drive is a major overland flow route. A BGS should be incorporated, subject to feasibility study on a site-by-site basis.

#### Ash Street

- Ash Street is identified as a Park Connector Street north of SW Marine Drive, and a secondary overland flow route.

- Building foundations and underground parking structures need to be set back to accommodate infiltrating GRI and adequate soil volumes to maximize tree health and growth, and to meet the required National Building Code 5.0 m (16.4 ft.) offset.

#### Yukon Street

- The section of Yukon Street south of SW Marine Drive is a major overland flow route with a smaller catchment than SW Marine Drive and Manitoba Streets. Streetside bioretention and stormwater tree trench elements should be incorporated along the west frontage.
- On the east side, a “green” expression can still be accommodated; however, no infiltrating rainwater is possible due to a water main conflict.

#### Kent Avenue

- Kent Avenue is located within the Fraser River floodplain. High groundwater levels are not ideal for infiltrating green rainwater infrastructure. Storage and detention systems, such as wetland and oversized swales, may need to be implemented to mitigate ponding from overland flows and lack of drainage conveyance due to high coastal water levels.

### 3.1.5 Active Links (Primary and Secondary), Lane Connectors and New Roads

Refer to the *Cambie Corridor Public Realm Plan* Sections 3.9 and 3.10 for details on widths and designs of active links and lane connectors. Note the following changes:

- A new east-west lane connector not previously identified is required on the 8600 block of Ash Street to connect with an existing lane on the 8600 block of Cambie Street.
- The secondary active link extension of Columbia Street south of Marine Drive has been upgraded to a primary active link.

- The primary active link extension of W 68th Avenue between Yukon Street and Manitoba Street has been upgraded to a new 20 m road.

### 3.1.6 Other Frontage Improvements

- Potential frontage enhancements at 703-704 SW Marine Drive may be possible following a review of the existing building line through the rezoning process.





## 3.2 ENHANCED OPEN SPACES

### 3.2.1 Future Fraser River Trail

The aspiration for public access along a continuous Fraser River Foreshore has been identified across various City plans and strategies, including the *Vancouver Greenways Plan*, *Marpole Community Plan*, *Cambie Public Realm Plan* and *VanPlay*. Collaboration and partnership with First Nations, primarily Musqueam Indian Band, will be key to determining public access to the water's edge. Further planning work will be undertaken through broader initiatives such as the *Coastal Adaptation Plan - Fraser River Foreshore* and *Vancouver Plan*.



#### Design Considerations:

- Establish an ecological network that protects and enhances the integrity of the foreshore while providing public access through street end enhancements and recreation opportunities.
- Plan for an accessible waterfront adaptable to sea levels rise by working with City, First

Nations and regional partners to develop policy, acquisition and design solutions.

- Reflect planning and design principles from the *Coastal Adaptation Plan - Fraser River Foreshore* in shoreline flood management systems, including engagement with Musqueam and the broader community.
- Through continued engagement with Musqueam, enhance and re-establish the foreshore as a functioning ecological system and develop strong heritage preservation measures while determining appropriate opportunities to provide public access through a recreational trail along the foreshore.
- Establish walking and cycling routes to and along the waterfront to meet provincial access to water requirements under the *Land Title Act* and to enhance active transportation connections in the neighbourhood as outlined in the City's community plans.
- Explore provision of street end enhancements in combination with a potential walking/cycling connection to the Fraser River.
- Provide increased urban tree canopy and tree retention where possible.
- Incorporate moments of interest and reprieve along the waterfront. Integrate urban elements such as seating and lighting, as well as opportunities for public art, signage and wayfinding at strategic locations. Lighting should be integrated thoughtfully to support ecological goals for the waterfront.
- Incorporate environmental educational and interpretative wayfinding signage through engagement with Musqueam.

### 3.2.2 Street End Enhancements

Explore street end enhancements to improve public access and connectivity to the Fraser River in strategic locations along the riverfront. Size will vary based on location, adjacencies and ability to utilize the public right-of-way.

#### Design Considerations

- Design for visual and physical openness to the riverfront, street and adjacent developments
- Consider flexible use for reprieve, play, programming, passive use and green rainwater infrastructure.
- Integrate streetscape element such as standard benches, seat walls and other informal seating arrangements, trees and other planting, wayfinding litter receptacles, and signage into the design.
- Explore opportunities to engage with nature and water. Balance public access with habitat enhancement and heritage preservation through careful design of piers, boardwalks, docks and platforms. Consider opportunities for birdwatching and fishing.
- Planting should enhance biodiversity, access to food sources and habitat for birds. Planting designs should improve water quality and consider resilient strategies such as absorbent landscapes and areas of intentional flooding.
- Potential programing could include passive open space, visible rainwater management strategies, educational opportunities and children play areas.

### 3.2.3 Underutilized Spaces

This section expands on the *Marpole Community Plan* policies to repurpose underutilized spaces in the public realm. Opportunities on both public land and private property should be explored to reimagine paved, underused and/or residual spaces as plazas or open spaces, with a focus on green rainwater infrastructure, public art or other types of programming. Potential opportunities could include:

- Residual space resulting from road and intersection realignments and excess public rights-of-way (e.g. SW Marine Drive at 70th Avenue); see Section 3.2.5 (below).

- Network redundancies (i.e. areas identified for future lane closures and parking redundancies).
- Paved areas and underused space below guideways in partnership with Canada Line.

### 3.2.4 Marine Gateway Plaza Enhancements

Provide a public plaza south of the existing bus loop. The plaza is intended to provide a complementary public space to the existing plaza on the Marine Gateway site.

#### Design Considerations:

- Improve the pedestrian experience by creating a more user-friendly and vibrant public realm that reinforces connectivity south towards the Fraser River.
- Animate the plaza through active ground floor uses, such as cafes, patios and neighbourhood-scale storefronts.
- Provide a north-south link through the bus loop to the existing pedestrian mews at Marine Gateway, in coordination with TransLink.
- Explore opportunities to integrate existing space below the guideway into the plaza design in coordination with TransLink. Activate the space through public art and light installations.
- Incorporate tree planting, integrated rainwater management strategies, softscape and hardscape elements, site furnishing, lighting and weather protection.

### 3.2.5 IRMP Opportunities

IRMP opportunities are classified into Typical, Large or Park Connector Street. See *Cambie Corridor Public Realm Plan* Section 4.3 Integrated Rainwater Management Plan for more information. Note the addition of two large IRMP opportunities in Marine Landing:

- West of 622 SW Marine Drive within the residual space resulting from road and

intersection realignments (see Section 3.2.3); and

- Along SW Marine Drive east of Yukon Street, to support implementation of BGS.

### 3.2.6 On-Site Open Space

Open space on development sites should reinforce the network of public spaces in **Figure 3**. Refer to **7. Public Benefits** for additional details regarding park, open space and culture considerations.

#### General Considerations

On larger blocks and development sites, a network of smaller open spaces will create lively and bright public spaces away from the noise and stressors of busy arterials and truck routes in the area. These spaces will include pedestrian mews, plazas, courtyards and secondary active links.

The following considerations should guide design and location of open spaces on private property:

- Encourage lively building edges and/or green public-private realm interfaces to create a welcoming street experience.
- Create inviting and comfortable places for people supported by activity.
- Reintroduce water and natural systems into open spaces, including potential for temporary storage of overland flood waters.
- Increase urban tree canopy to improve microclimate and provide an acoustic buffer.
- Maximize solar access for open spaces.
- Respect existing public views and explore creating new views of prominent features and/or significant landmarks.
- Support the display of local art, craft or industry (i.e. gallery, studios, or maker spaces). Developers are strongly encouraged to explore design considerations in consultation with Musqueam to promote cultural visibility and emphasize living history and connection to this land.

- Incorporate wayfinding to improve connectivity between key destinations such as the Fraser River, Ash Park and/or bikeways.

#### Open Space/Park Space and Plazas

Open spaces and plazas identified in **Figure 3** will range in design, programming and size. For more specific details, refer to *Marpole Community Plan* Chapter 10, and *Cambie Corridor Public Realm Plan* Chapters 3 and 4.

- Prioritize locating publicly accessible open spaces and plazas at grade. These spaces should be distinct from any required outdoor amenity space in a private development.
- Incorporate a range of features including integrated site furnishings and landscape elements, rainwater management opportunities, active play elements, informal gathering space, and/or community gardening opportunities, public art, signage and wayfinding.
- Provide large, healthy trees and planting elements supported by adequate soil volume to enhance access to nature.
- Incorporate infrastructure to allow for programming of spaces including arts and culture events (i.e. loading, lighting, power, water, etc.).
- Create contiguous and connected open spaces on site, including accessible rooftops, courtyards, or ground-level spaces. Sites subject to the *Rezoning Policy for Sustainable Large Developments* should also integrate any other applicable requirements into their site design.
- Explore opportunity to retain existing grove of trees between 68th and 69th Avenues on Manitoba Street.

#### Pedestrian Mews

Pedestrian mews are intended to complement identified primary and secondary active links. They define the scale of building frontages while also supporting walking through sites, improving



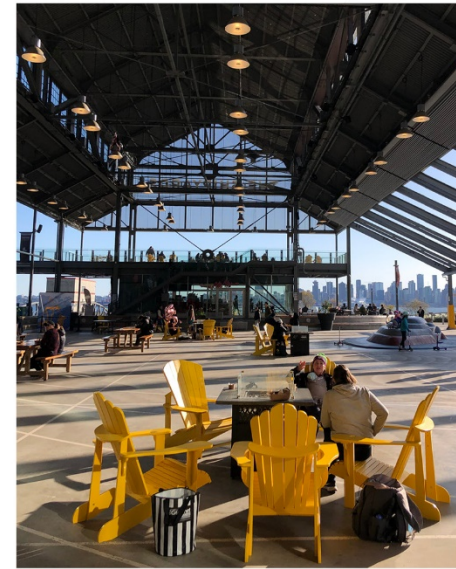
area connectivity, and providing improved access to green and open spaces. Refer to **Figure 3** for anticipated locations and **2. Built Form** for further guidance.

Pedestrian mews should relate to adjacent public spaces such as plazas, courtyards, streets and activated lanes to provide linkages between development sites and open spaces.

- Incorporate a range of features such as landscaping, integrated site furnishings, rainwater management opportunities, public art, signage and wayfinding.
- Activate and connect courtyards and shared spaces for residents with pedestrian mews.

#### Secondary Active Links

- Refer to Section 3.1.5 for details.





### 3.3 GREEN NETWORK

The public realm should maintain and improve the urban forest canopy to mitigate urban heat island effect, improve the local micro-climate and support targets identified in the *Urban Forest Strategy*. It should also consider habitat value, improve biodiversity, and address resiliency to climate change in tree and plant selection.

- Reference the *Cambie Corridor Public Realm Plan* for the Planting Strategy for Marine Landing, which includes Neighbourhood Character and Plant Lists specific to Marpole.
- Retain existing trees whenever possible.
- Provide appropriate soil volumes (soil cells and/or structural soil) and infiltrating tree trench (where no utility conflicts) to promote optimal tree health and support large trees. Standards should follow the *Engineering Design Manual*.
- Consider access to sunlight in selection of street trees and planting species.
- Consider water-tolerant species which could be co-located within GRI assets in the public right-of-way.
- Improve biodiversity and overall habitat conditions. Select plants that attract birds and pollinator species, and improve water quality.
- New street trees should be strategically selected; to ensure that once matured, the roots will not heave or crack the adjacent street infrastructure (i.e. adjacent to sidewalks, bike lanes, or roads). This is to ensure the City's assets are resilient and remain accessible over time.
- Allow adequate setbacks to minimize the impact of infiltration to adjacent utilities. GRI should be offset by a minimum of 3 m (10 ft.) from any potable water mains to meet Vancouver Coastal Health requirements. Refer to the City's design guidelines and construction standards for offsets from other utilities to ensure compliance.

### 3.4 URBAN ELEMENTS

Integrate consistent signage, wayfinding, streetscape furniture (e.g. benches, bike racks, drinking fountains) and public art (see below) to help create continuity in public space.

See *Cambie Corridor Public Realm Plan* 6.0 Urban Elements. Street furniture should be consistent with city-wide standard models.

### 3.5 PUBLIC ART

The *Marpole Community Plan*, *Cambie Corridor Public Realm Plan* Section 5.0 Public Art and *Culture|Shift* should be referenced for general recommendations. Public art requirements should be aligned with the *Public Art Policy and Procedures for Rezoned Developments*.

In Marine Landing, the preference is for contributions to be pooled, with the consent of Cultural Services, to create larger budgets for projects sited in significant locations (e.g. along the Fraser River, in plazas, integrated into green rainwater infrastructure features, and on key gateway sites). Priority should be for art that reflects the history of the Musqueam peoples, and the on-going relationship of Musqueam, Squamish and Tsleil-Waututh First Nations to the land.

General Ideas to inform an approach to public art include:

- Musqueam representation reflecting Musqueam values/principles and indigenous models of stewardship.
- Movement associated with a historic north-south spine connecting the Fraser River and False Creek.
- Presence and connectivity to the Fraser River, its hydrology and its associated ecosystems, including:
  - Features associated with the use of the river for travel and industry;
  - Manipulation of river banks/land forms;
  - Accessibility of the river's edge by the public; and,
  - Habitat and an integrated, sustainable green network ("nature as infrastructure").



# 4 ARCHAEOLOGICAL AND HERITAGE MANAGEMENT





## 4.1 ARCHAEOLOGICAL REVIEW

Marine Landing is part of a larger area that has been home to the xʷməθkʷəy̓əm (Musqueam) people from time immemorial. Marine Landing is located near registered archaeological sites, namely the xʷməθkʷəy̓əm city and burial ground of čəsnaʔəm. The presence of čəsnaʔəm and other archaeological sites in the vicinity of Marine Landing strongly suggests that the area has the potential to contain unregistered archaeological sites that are protected under the provincial *Heritage Conservation Act* (HCA).

In British Columbia, archaeological sites, whether on Provincial Crown or private land (including land under water) that are known, or unknown, and suspected to predate AD 1846 are automatically protected under the HCA. They must not be altered in any way without appropriate authorizations. Alteration of any archaeological site known or as-yet unidentified is a violation of the HCA.

If materials are found at any stage of ground disturbance, all work on the property must stop immediately and the Provincial Archaeological Branch, City of Vancouver and involved local First Nations, must be notified. This could result in considerable delays and cost in project construction while the site undergoes archaeological review and is granted the appropriate authorizations to proceed. To avoid unnecessary delays and manage associated risks, it is in the best interest of the property owner/developer to identify potential archaeological risks or constraints associated with the proposed project, and to outline the means to avoid or mitigate disturbance before proceeding with ground-disturbing activity. This should be completed through an archaeological review (i.e., Archaeological Overview Assessment) for each development site to avoid contravention of the HCA.

The archaeological review should be prepared by a professional archaeologist with experience working in the Vancouver area and with local First Nations. The archaeologist is to be retained by the proponent (property owner and/or developer), and the archaeological review is to be undertaken prior to the commencement of ground disturbance activities, including any kind of intrusive investigations necessary for geotechnical, environmental, day-lighting utilities, etc.

The **intent of the archaeological review** is to:

- Review relevant information, i.e., Provincial Heritage Register, research records, previous archaeological assessment reports, provide information regarding the property development history (including information on fill deposition and removal) and current land use and activity on site;
- Engage with, involve, and include input from involved (local) First Nations;
- Provide a professional opinion as to archaeological risks or constraints associated with the proposed construction activities at the development site;
- Outline anticipated impacts to registered archaeological sites (if applicable);
- Provide recommendations for further assessment or investigation (if applicable); and
- Prepare documentation and present recommendations for next steps (if applicable) in an archaeological review letter or memorandum to be submitted to the City and involved First Nations for comment and consideration through the development process.

Through the archaeological review, First Nations might request that a Cultural Heritage Investigation permit be obtained to undertake the review and to facilitate a dialogue regarding the proposed project and how it relates to archaeology and each Nation's heritage management expectations/

policies. Should Cultural Heritage Investigation permit(s) be required, developers should be aware that it can take more than two months to obtain the permit(s). Should the archaeological review identify that further archaeological work is recommended, and following discussions with involved First Nations, an archaeological assessment under a provincial permit (HCA) and First Nation permits may be required.

## 4.2 HERITAGE

It is the collective responsibility of all to not only relate to our past, but to identify, protect, and pass on diverse cultural values and assets to future generations. Vancouver City Council approved the *Vancouver Heritage Program (VHP)* to further the stewardship of heritage resources across the city while supporting sustainable development.

- Reference the VHP to support intangible and tangible aspects of cultural heritage in Marine Landing, supporting Musqueam, Squamish, and Tsleil-Waututh Nations', and Urban Indigenous people's self-expressed histories and heritage as applicable.



# 5 TRANSPORTATION





## GENERAL CONSIDERATIONS

Marine Landing is a busy transit hub along a major east-west connection serving regional and local transportation needs. It is important to plan for change as more people, jobs and services are added to an area primarily used for heavy industry in past decades. Transportation improvements should:

- Increase network and regional connectivity through work between Engineering, Park Board and applicants as applicable to improve walking and cycling connections to, along, and across the Fraser River, per 'Bold Move: Connectivity of Parks and Recreation Experiences', outlined in *VanPlay*.
- Support access to sustainable transportation modes by improving walking/cycling and transit connections identified in the *Marpole Community Plan*, *Cambie Corridor Plan* and any new priorities to support objectives of *Transportation 2040*, the *Climate Emergency Action Plan*, and TransLink's *Transport 2050*.
- Prioritize public realm improvements along streets providing key walking and cycling connections to destinations (see **Figure 3**).
- Improve connections in the neighbourhood through sidewalk setbacks and walking/cycling routes, creating community nodes at transit stations, and highlighting access routes to existing and future parks and open spaces.
- Prioritize the safety and comfort of people walking, in accordance with hierarchy of modes identified in *Transportation 2040*.
- Support upgrades and new connections as opportunities arise through new development.
- Ensure barrier-free design and universal access.

## NEW PRIORITIES SINCE 2018

Development in Marine Landing requires a re-visit of the transportation network from time to time as the *Marpole Community Plan* and *Cambie Corridor*

*Plan* are implemented. This section outlines new transportation improvements identified since the *Cambie Corridor Plan* was approved in 2018. Applicants should review both community plans and items identified below for considerations specific to their development sites. Additional upgrades and improvements not captured here may also be identified through the rezoning process.

### 5.1 Pedestrian & Cycling Connectivity Improvements

Continue enhancing and improving pedestrian and cycling connections between Marine Landing and Marpole through the following new improvements identified since adoption of the *Cambie Corridor Plan* in 2018.

#### Walking Improvements

Through partnership with TransLink, construct approximately 500 m of new sidewalk to fill in gaps in the City's existing sidewalk network, as well as new curb ramps, to improve pedestrian access to transit facilities.

- New sidewalks will be located on the east side of Ash Street from Kent Avenue North to West 71st Avenue, and on the east side of Yukon Street from Kent Avenue North to the bus loop.

#### Safety Improvements

Improve safety along walking and cycling connections through new traffic signal locations and modifications, including:

- Intersection safety upgrades on SW Marine Drive at Cambie Street and Manitoba Street.
- Improved crossing and pick-up/drop-off area adjacent to the Marine Drive Station Transit Plaza to enhance safety and provide clear visual connections.
- At-grade rail crossing improvements at Laurel Street and Ash Street to comply with federal regulations, including a new railway crossing signal at Ash Street.
- Left turn bays adjacent to new developments, as needed.

### Cycling Connectivity

- Implement a new bi-directional bike lane along the south side of SW Marine Drive between Cambie Street and Main Street, with the option for uni-directional in the future, to enhance connections between the Canada Line Station and the broader cycling network. The improvements support various *Transportation 2040* and *Climate Emergency Action Plan* policies, including prioritization of critical gaps in the network and connections to key destinations, such as schools, community centres, major transit stations and commercial high streets; and provision of safe, convenient and legible connections between major transit stations and the bicycle network.
- Implement a raised, protected cycling facility on Ash Street south of SW Marine Drive.

### Public Bike Share

- Support the expansion of public bike share to enable more bicycle trips to access transit stations, employment sites, commercial areas, and destination-rich streets such as Cambie Street.
- Work to secure and future-proof space for public bike share stations through rezoning opportunities.

### 5.2 Road Network, Goods Movement, Parking and Loading

- Re-evaluate traffic circulation patterns in the area in response to redevelopment of large sites generating significant traffic volumes, as required.
- Respond to updates to the *Parking By-Law*, including changing requirements for visitor parking, bike parking, passenger loading, and the introduction of Transportation Demand Management (TDM).
- Integrate car sharing to serve different uses and reduce parking demand by providing both one-way and/or two-way car share parking spaces in convenient locations in new developments.



# 6 UTILITIES





## OVERVIEW

The following section provides an overview of high-level utilities upgrades likely required to service future population and employment growth in Marine Landing. More detailed reviews will be completed for each site through the rezoning process to identify specific requirements and timing of implementation. Most rezoning applications in the area (both for affordable housing and intensive employment) will likely be expected to contribute towards on- and off-site upgrades. Some of the costs associated with these upgrades have the potential to be partially reimbursed over time through latecomer agreements.

### 6.1 Sanitary Sewer Network

Marine Landing is primarily located within the Manitoba watershed (**Figure 4**). North of SW Marine Drive, the sewer network is predominantly combined, with sanitary flows directed to Metro Vancouver's Kent Avenue Pump Station (Kent PS). Stormwater is directed further east and discharged into the Fraser River via the Manitoba outfall. South of SW Marine Drive, the sewer network is separated. The sanitary and stormwater systems convey flow to the Kent PS and Manitoba outfall, respectively. The westernmost affordable housing site forms part of a different watershed, which is assumed to have sufficient capacity to service future redevelopment of the site. The key system bottlenecks in this area include the sanitary sewers on West Kent Avenue North and Yukon Street and the Kent Avenue PS, which is believed to be operating at capacity.

#### Future Infrastructure Upgrades

The following area-wide network upgrades will likely be required to support future population and employment growth, and will be confirmed and/or implemented through the rezoning process:

#### Metro Vancouver Kent Avenue Pump Station

- The service area of this Metro Vancouver asset extends beyond the Marine Landing area. The pump station is currently overextending

capacity of the City's sanitary sewer along Kent Avenue, between Cambie Street and the pump station.

- The review of existing pump station capacity will generally be City-led, in coordination with the developer and Metro Vancouver. Upgrades may consist of replacing the existing pumps with higher efficiency pumps, and/or adding a fourth pump. Any proposed upgrades will need to be coordinated between the City and Metro Vancouver and included in their future capital programs.

#### Kent Avenue

- The section of Kent Avenue between Aisne Street and Yukon Street conveys flows for the majority of affordable housing and intensive employment sites.
- Approximately 620 m of sanitary sewers will need to be upgraded to avoid surcharging.

#### East of Manitoba Yard

- These sewers are intended to service all intensive employment sites east of Yukon Street.
- Approximately 190 m of sanitary sewers will need to be upgraded if the existing alignment of sewers are to be retained. There could be construction challenges due to buildings being built on top of some sections of the existing sewers.
- An alternative servicing for these intensive employment sites is to be reviewed and confirmed through the rezoning process (e.g. east along 68th Avenue and/or 70th Avenue to Manitoba Street).

#### SW Marine Drive

- Sewer separation/renewal along SW Marine Drive between Yukon Street and Manitoba Street is being completed as part of the City's Marine Drive Upgrade Project included in the 2019-2022 Capital Plan.
- This sewer renewal project will address sanitary sewer capacity issues along SW

Marine Drive; however, the downstream sanitary sewer capacity along Manitoba Street will need to be reviewed through the rezoning process. It is likely that sewer upgrades are required along Manitoba Street from SW Marine Drive to Kent Avenue.

### 6.2 Water Network

In general, the available water supply from the City's water system is capable of handling anticipated growth in Marine Landing without significant upgrades. However, available supply will need to be assessed based on project specifics as redevelopment sites come forward in the future.

#### Future Infrastructure Upgrades

The following potential upgrades may be required following a more detailed review of specific sites at time of rezoning:

**West Kent Avenue South** (from Ash Street to Yukon Street)

**Cambie Street** (from West 70th Avenue to West 71st Avenue)

- Upgrade is included in the City's Utilities Development Cost Levy Project List.

#### Metro Vancouver Water Supply

- The adequacy of the Metro Vancouver (GVWD) water supply is unknown and will need to be reviewed through the rezoning process.
- An additional connection to the GVWD water system may be required within the study area to provide adequate water demands to the area.

#### Other

- Any large sites re-aligning City roads or lanes may require new water mains.

Some sites may require larger water service connections sizes than the existing City of Vancouver water mains, which could trigger upgrades.

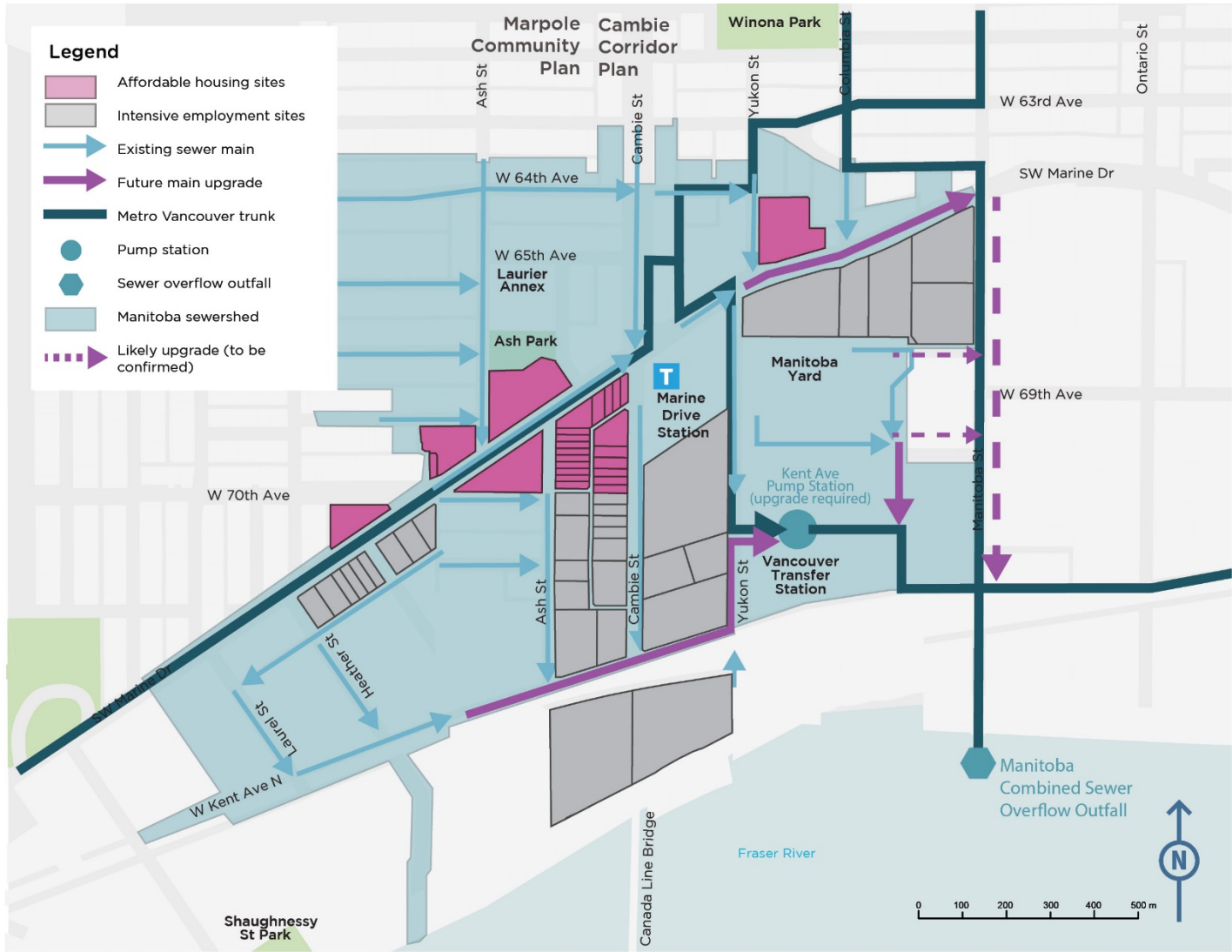


Figure 4: Manitoba Watershed

### 6.3 Stormwater System

Vancouver faces significant challenges related to its sewer and drainage infrastructure and increasing pressures related to climate change and sea level rise. The City is seeking cost-effective, long-term utility services in both the public and private realm that meet regulatory obligations, increase climate resilience and contribute to improved livability and healthy ecosystem. The following section provides an overview of the stormwater system capacity, coastal flood risk and on-going mitigation actions.

#### System Capacity

In Marine Landing, minor stormwater systems include separated storm sewers in the lowland area and a combined system north of SW Marine Drive. Metro Vancouver's Manitoba trunk sewer collects all the stormwater from the two systems, which is discharged to the Fraser River through the Manitoba Combined Sewer Overflow outfall. The storm sewers in the lowland area are severely surcharged due to backwater conditions from the Fraser River maximum tidal level, which is expected to increase in the future.

#### Coastal Flood Risk

A number of sites in Marine Landing are located in the Fraser River floodplain, extending from the shoreline towards SW Marine Drive. These lowlands within the Manitoba watershed are susceptible to overland flooding due to stormwater contributions from upland areas during major rainfall events. Segments of Manitoba Street, SW Marine Drive, Yukon Street and Kent Avenue are considered key overland flow routes and are susceptible to ponding. Industrial properties adjacent to ponding locations, and Metro Vancouver's Kent Avenue Pump Station are at risk of flooding. The lowlands are also susceptible to flooding from the Fraser River. High water levels on the Fraser increase the probability of sewer network back-up and surcharging in the lowlands. Climate change and sea level rise are expected to exacerbate ponding and flooding in this area if no adaptation actions are implemented in the future.

Sea level rise will result in an increase in regular tide levels. Sites with existing ground elevations less than 2.9 m may be exposed to tidal flooding due to sea level rise (1 m by year 2100). Tidal flooding may be a concern regardless of coastal flood protection works (e.g. dikes) as internal flooding could occur from high groundwater levels linked to the Fraser River. This would also increase the pressure on the drainage system and may trigger the need for drainage pump stations. Land raising of low-lying sites above the future tidal level (and potentially further up to the flood construction level) would help mitigate these issues.

#### Future mitigation actions:

- Refer to Chapter 11: Energy & Climate Change in the *Cambie Corridor Plan* for policies related to climate change adaptation and flood protection.
- Incorporate flood control measures into site planning and building design, as applicable.
- Shoreline flood management systems should reflect the planning and design principles from the *Fraser River Foreshore Coastal Adaptation Plan*. These design principles are the result of public engagement with community members who work, live and play along the Fraser River, as well as Musqueam.
- Projects should limit excavation into the flood plain wherever possible due to the presence of a high groundwater table. Underground parking may not be feasible in the floodplain without adequate foundation tanking to avoid pumping of groundwater into the sewer system.
- The City's preferred alignment of future flood management infrastructure has not yet been determined; however, shoreline sites undergoing development may be required to implement flood management infrastructure (including a right-of-way to the City) which must, at minimum, adhere to:

- City of Vancouver *Shoreline Flood Protection Design Reference* (2021), including a preference for the superdike typology described in the design reference.
- City of Vancouver *Flood Plain Standards & Requirements* (2014) for required shoreline setback details.
- With a minimum flood construction level of 4.6 m elevation for new buildings and an existing road elevation of about 3 m (or less), the interface at the road frontage must be carefully considered. Site and road grades may also need to be raised to provide safe access/egress through urban drainage overland flooding areas during major storm events.
- As per the *Vancouver Building By-law*, structures within shoreline parcels are subject to a 30 m setback from the natural boundary.
- The performance of storm sewers in the lowland area is primarily impacted by Fraser River tidal levels. Additional planning work, including a *Coastal Adaptation Strategy*, may be required to determine the minor drainage system upgrades.
- Internal drainage management infrastructure, including new outfalls, surface pond or underground storage tanks, and drainage pump stations, may be required for the minor drainage system performance. Providing public/private spaces that can safely accommodate temporary urban drainage flooding can help reduce the need and size of infrastructure and help mitigate the risk in major events.
- Sites restoring the boulevard as part of their redevelopment projects may be required to fund Green Rainwater Infrastructure (GRI), either through design and implementation, or cash-in-lieu. Refer to **3. Public Realm** for specific locations and types of GRI opportunities.



- Sites located within the floodplain may need to pay additional levies in the future to manage impacts of development in the floodplain.
- New developments must adhere to the City's *Rainwater Management Bulletin*.

#### 6.4 Groundwater

Groundwater is expected to play an important role in Vancouver's future, including for climate change adaptation and efforts to increase resilience (e.g. during emergencies). Groundwater is also critical for urban ecosystems.

Historically, groundwater has been pumped or drained during and after construction, and then discharged to the sewer system. However, there are a number of concerns with this practice, including: impacts on sewer capacity; combined sewer overflows and their effects on receiving waters; lowering of the water table and reduction of base flow to streams; impacts on fish, wildlife, trees and other vegetation; the potential for subsidence and flooding; and damage to infrastructure and property. Discharging groundwater to the sewer also depletes the aquifer and is a waste of a valuable resource, particularly as traditional water supplies from Metro Vancouver are becoming more constrained.

To date, the City has identified and mapped four 'areas of concern' that represent an increased level of groundwater-related risk.

1. Areas with potential soil sensitivity to water table changes;
2. Designated floodplains;
3. Sewershed within the Cambie Corridor;
4. Potential flowing artesian conditions (BC Well Drilling Advisory Area).

Marine Landing encompasses each of these areas of concern, including near Cambie Street and Interurban Way where all four areas overlap (Figure 5). This map is intended as a general guide, including to potential areas of concern

with respect to groundwater. It is not intended to convey site-specific conditions, and users are advised to conduct their own site investigations as needed.

To reduce groundwater-related risks in these areas of concern, the City has published a *Groundwater Management Bulletin* to provide rezoning and development permit applicants with information on the submission process and requirements related to groundwater management at development sites.

In the coastal floodplain area, groundwater management may need to consider the impact of sea level rise on groundwater levels in the future.

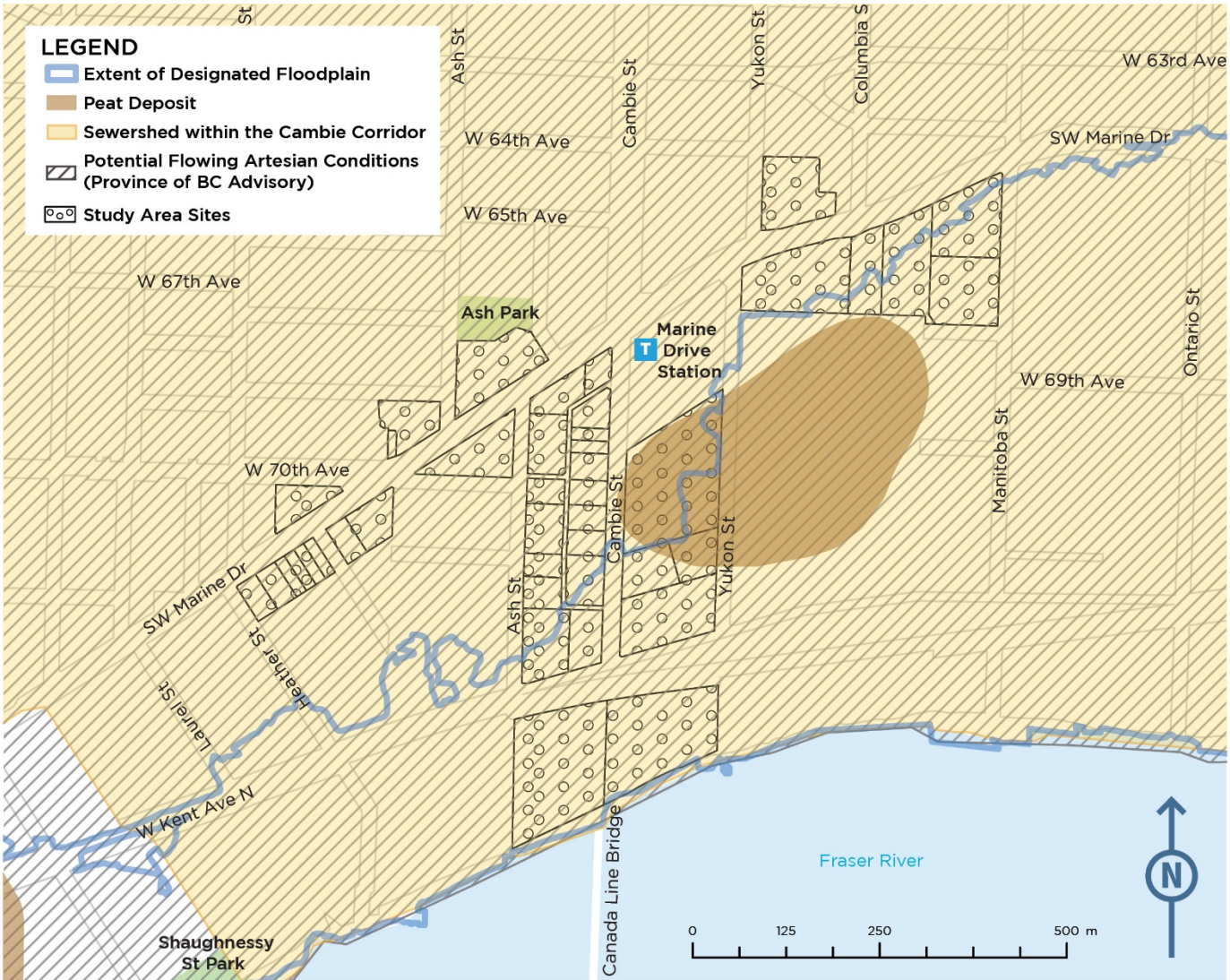


Figure 5: Groundwater Areas of Concern



# 7 PUBLIC BENEFITS





The *Marpole Community Plan* and *Cambie Corridor Plan* include Public Benefits Strategies which provide strategic direction for future capital investments in the Cambie Corridor, including Marine Landing. These Public Benefits Strategies support livable, healthy and sustainable communities by setting targets for delivery of benefits such as affordable housing, childcare, parks, transportation and community facilities. The following section provides additional guidance on public benefits priorities and their implementation in Marine Landing as the area densifies and continues to grow.

## MARINE LANDING PRIORITIES

The *Marpole Community Plan* and *Cambie Corridor Plan* envision Marine Landing as a highly walkable, vibrant, high-density urban area that responds to its evolving residential context, adjacent industrial area, and historical relationship to the Fraser River. The recent policy changes in Marine Landing will result in greater population and job space growth than expected under the two community plans. Additional amenities will be needed to support this high-density transit node as it builds out over time.

Through its 2019-2022 Capital Plan, the City is advancing two key City assets in Marpole: renewal and expansion of Marpole-Oakridge Community Centre at Oak Park, and a new Marpole civic centre on Granville Street which includes renewal and expansion of the existing public library. These district-serving amenities will provide recreational facilities (including a new outdoor pool), a library, social and cultural non-profit organization space, childcare and social housing to better serve existing and new residents in Marpole. New amenities in Marine Landing should complement larger civic facilities by responding to more specific needs within the neighbourhood context.

## IMPLEMENTATION

Complexities around land use policies, lot configurations, ownership considerations and age/condition of buildings in Marine Landing mean that on-site amenities will need to be negotiated as part of the rezoning process. Opportunities will be reviewed on a site-by-site basis to address gaps and deficiencies in program delivery in Marine Landing, as well as new demands as the area builds out over time.

Where feasible, new amenities in Marine Landing will be delivered through developer contributions and secured through the rezoning process. The City's Community Amenity Contribution (CAC) Rezoning Policy outlines eligibility criteria and exemptions which should be considered for each individual site. Where CACs are negotiated, in-kind amenities will be prioritized over cash contributions. Sites identified for non-market or below-market housing are expected to deliver affordable housing as the identified public benefit. Where other sources of funding are available, affordable housing projects will be encouraged to consider inclusion of uses which are complementary to their service models (e.g. childcare or production space associated with social housing for artists). Intensive employment sites should consider uses which support employment clusters, such as childcare or arts and cultural spaces. All sites will be expected to provide an enhanced public realm and/or open space as part of their developments.

## PRIORITIZATION

Where opportunities are identified through the rezoning process, delivery of affordable housing will continue to be the main priority, followed by parks and open space, then childcare and culture.

The following criteria should be used to guide and assess opportunities for public benefits on individual sites:

- CAC expectations
- compatibility of proposed uses;
- parcel size and lot configuration;
- land use adjacencies;
- service delivery models/partnerships; and
- funding availability.

The following section provides additional guidance for each type of public benefit.

### 7.1 Affordable Housing

Increasing the supply of purpose-built market rental housing and non-profit social and co-op housing is a priority for the City. New affordable housing geared to a broad range of household incomes helps diverse individuals and families make a home in this emerging community hub in close proximity to rapid transit.

Marine Landing is currently home to numerous existing social, cooperative and non-profit owned developments which will continue to provide affordable housing in the future. The *Marpole Community Plan* includes a 20% target for social housing on certain large, low-density commercial sites along SW Marine Drive. Many of these identified affordable housing sites may have capacity to accommodate additional social and rental housing through greater heights and densities than anticipated in the Plan.

#### Considerations for development sites:

- Prioritize delivery of affordable housing on these sites above any other uses;
- See **Chapter 8: Housing** in the *Marpole Community Plan* for more detailed requirements; and
- Explore opportunities for artist housing in affordable housing developments.

## 7.2 Parks and Open Space

In 2019, the Park Board approved *VanPlay*, a new master plan to guide park and recreation service delivery. *VanPlay* identified Marpole overall as an area of medium/high park provision at present as well as through 2041. However, it identified park access and urban forest gaps in the southern extents of Marpole, especially in the Marine Landing area. Ash Park is the only park currently serving this rapidly densifying transit hub, with Winona Park just to the north outside of the Marine Landing area. These parks are supplemented with publicly-accessible plazas typically part of larger developments in the area.

Long-standing aspirations from the *Marpole Community Plan* include the addition of a large park at the Fraser River and completion of a continuous waterfront trail. More park and open space is needed in the future to provide an equitable, livable and healthy environment for new residents and workers in Marine Landing.

Park space is still considered a priority in Marine Landing; however, despite sustained efforts to acquire a large riverfront site for parkland in Marpole near the Fraser River, it is unlikely this will happen in the short- or mid-term future. As a result, the *Marine Landing Policy Updates* focus on achieving incremental improvements throughout the neighbourhood as opportunities arise. Over time, these efforts will contribute to an interconnected system of parks and open spaces linked to a Fraser River trail. This includes additional open space opportunities in public rights-of-way and on individual development sites. The City continues to explore opportunities for a large riverfront park on the Fraser River near Marpole, as well as opportunities for new park space within Marpole.

### Considerations for development sites:

- Maximize opportunities for enhanced open space through public realm improvements along site frontages, walking/cycling connections, identified plazas, and GRI assets. See 3. **Public Realm** for details.

- Maximize tree retention and planting to support a robust urban tree canopy
- Take a “multiple benefits approach” where feasible, which considers how lands with the primary purpose of transportation, utilities, water management etc., could provide recreational and leisure benefit to the community.
- Provide enhanced access to nature on large sites subject to City’s *Rezoning Policy for Sustainable Large Developments* to improve community health and well-being, create walkable communities, provide habitat, enhance ecosystem, create public open spaces for socializing, provide opportunities to experience nature, and manage rainwater.
- Prioritize on-site, publicly-accessible park or open space on large sites wherever possible. At-grade parks and open spaces not over structure should be prioritized, but other innovative forms may be considered on a case by case basis (e.g. open spaces over structure or elevated parks above industrial floor plates where form of development accommodates proposed park/open space programming needed to meet community demand, and public safety, wayfinding, access and maintenance objectives can be achieved).
- Through continued engagement with Musqueam, enhance and re-establish the foreshore as a functioning ecological system, develop strong heritage preservation measures and determine where access to the Fraser is needed.
- Waterfront street end enhancements should be provided as part of any foreshore sites undergoing redevelopment as identified in **Figure 3**.

## 7.3 Childcare

The *Healthy City Strategy* (2014) aims to create a healthy city for all by supporting healthy people, communities, and environments. This cross-agency

plan fosters a socially sustainable city through increasing access to community facilities and high-quality programs, and early development opportunities for children.

The *Marpole Community Plan* supports opportunities for delivery of childcare through renewal and replacement of key civic facilities, co-location with other services in major population and employment hubs, partnerships with external agencies, as part of large site redevelopments, and in new developments in the Marine Landing area.

As of 2020, approximately 30% of the 30-year childcare target in Marpole has been met. In Marine Landing, two new childcare facilities (total of 74 spaces) have been built in recent years to achieve the ten year target for this area. One of the two facilities is co-located within the new Marpole Oakridge Family Place which provides a range of programming for families with young children. Despite these efforts, there continues to be a shortfall of childcare spaces in Marpole based on anticipated population and employment growth to 2041. Renewal and addition of affordable housing in Marine Landing beyond the original estimates in the Plan will generate more family units than anticipated, and an increase in overall childcare need. Sites requesting additional heights and densities should consider the addition of new childcare facilities, where feasible.

### Considerations for development sites:

- Prioritize ownership (or long-term lease) held by the City or non-profit organization.
- Seek new in-kind childcare facilities, with large sites as defined in the City’s *Rezoning Policy for Sustainable Large Developments* being key priority sites.
- Co-locate new childcare amenities in new or existing hubs, such as employment clusters on intensive employment sites, in affordable housing developments, or schools.
- Develop 37-space facilities at a minimum, with preference for larger 74-space facilities to



create more sustainable programming models for operators.

- Orient facilities away from major arterials to reduce exposure to constant noise.
- Consider existing and future land use adjacencies to mitigate impacts of heavy industrial uses, such as noxious fumes.
- Locate childcares on building podiums, with indoor and outdoor space oriented away from SW Marine Drive.
- Design facilities in accordance with the City's Childcare Design Guidelines.
- Explore opportunities to integrate City-owned family childcare units into non-market housing projects.

## 7.4 Arts and Culture

In September 2019, Council approved *Culture|Shift: Blanketing the City in Arts and Culture*, along with the integrated cultural infrastructure plan, *Making Space for Arts and Culture*. Space affordability and displacement are critical challenges facing artists and cultural workers in Vancouver, and are particularly relevant to industrial cultural production spaces. In addressing these challenges, *Making Space for Arts and Culture* set a 10-year city-wide target of securing 800,000 sq. ft. of cultural space, including 400 units of social housing for artists, and priorities for artist studios and shared production and rehearsal space, and self-determined Musqueam, Squamish and Tsleil-Waututh cultural space. The *Employment Lands and Economy Review* (ELER) further supported the cultural infrastructure plan through identifying new work-only artist studios in industrial zones as a priority quick start action. Two artist live-work studios have been delivered in Marine Landing as part of a private development. The significant number of intensive employment sites in Marine Landing provide an opportunity to add various arts and cultural spaces.

### Considerations for development sites:

- Explore inclusion of at-grade production spaces on intensive employment sites:
  - Consider light industrial production spaces for Indigenous arts, community arts, dance, interdisciplinary, literary, media, multidisciplinary, music, theatre and visual arts.
  - Prioritize industrial uses such as Class B artist studios and use of premises for the production of:
    - dance or live music involving electronically amplified sound;
    - moving or still photography (excluding video) involving on-site film processing; or
    - paintings, drawings, pottery or sculpture involving the use of fibreglass, epoxy and other toxic or hazardous materials or one or more of the following processes: welding, woodworking, spray painting, silk screening or fired ceramics.
  - Production space should be a minimum of 557 sq. m (6,000 sq. ft.) contiguous space, and ideally 929-1,858 sq. m (10,000-20,000 sq. ft.)
  - Provide minimum clear heights of 3 to 3.7 m (10-12 ft.) to underside of joists, ductwork and sprinklers. Dance and theatre production/rehearsal spaces may require higher clearance.
  - Orient uses to activate street frontages or pedestrian connections through sites
  - Provide direct access to loading, parking, garbage and recycling rooms to accommodate large equipment, materials and artwork.
- Engage with Musqueam to assess desire for types of self-determined arts and cultural spaces, including but not limited to:
  - Production or rehearsal space, artist studios, gallery and retail uses
  - Outdoor carving pavilion (which may require covering, security and heating)
  - Canoe shed on the Fraser River.
- Explore community use agreements to secure shared spaces and increase affordability for artists.
- Explore opportunities for artist housing in affordable housing developments, subject to funding availability.





**PROPOSED COMMUNITY PLAN AMENDMENTS**  
***Marpole Community Plan and Cambie Corridor Plan***

*Minor modifications to any of the below wording may be undertaken to ensure clarity; however, the intent of all wording and graphic changes will be to ensure an accurate and consistent reflection of Council-approved policy directions and implementation objectives.*

**Marpole Community Plan – Proposed Amendments**

Plan Section	Current Policy	Proposed Amendments	Rationale
<i>Figure 6.2: Land Use</i>	Map of permitted land uses and heights	<ul style="list-style-type: none"> <li>Amend land use map to re-categorize Marine Landing affordable housing sites into 'Marine Landing Apartment', 'Marine Landing Apartment with Choice of Use at Grade' and 'Marine Landing Mixed-Use', removing outdated height maximums. Revise colour scheme as needed.</li> <li>Remove 'Apartment (up to 8 storeys)', 'Tower with choice of use at grade (13+ storeys) and 'Apartment with choice of use at grade (up to 12 storeys)' to remove outdated height maximums.</li> <li>Replace 'Existing Large Format Area (LFA) policy' in legend with 'Existing Large Format Retail Area (see <i>Large Format Area (LFA) Rezoning Policies and Guidelines</i>)'</li> </ul>	<ul style="list-style-type: none"> <li>Based on approved Council policy changes, allows flexibility for designated housing sites in Marine Landing to redevelop and maximize affordable housing.</li> <li>Legend in the land use map should align with the intent of the LFA policy, which applies to other sites not identified for change in the <i>Marpole Community Plan</i>.</li> </ul>
<i>6.4 Cambie Placemaking</i>	Maintain landscape setback requirement for the Intensive Employment Area buildings on the south side	<ul style="list-style-type: none"> <li>Amend page 56 to reflect future removal of landscape setback currently required in the <i>Zoning and Development By-law</i> (ZDBL) east of Cambie Street.</li> </ul>	<ul style="list-style-type: none"> <li>The landscape setback was introduced to buffer vehicle displays from car dealerships from Marine Drive. It is outdated based on the more urban land uses anticipated in this neighbourhood as build out occurs over time. New walking and cycling infrastructure is required on SW Marine Dr east of</li> </ul>



			Cambie Street to Main Street. This would currently not be permitted within the landscape setback, which impedes implementation of transportation priorities supporting <i>Transportation 2040</i> .
<b>6.4 Cambie Placemaking</b>	Introduce plazas and green open spaces at key points on routes to the Canada Line Station. See Figure 10.2	<ul style="list-style-type: none"> <li>Add reference to <i>Marine Landing Policy Updates</i> and reference to Figure 10.2 on page 56.</li> </ul>	<ul style="list-style-type: none"> <li>Provides reference to new <i>Marine Landing Policy Updates</i> and improves clarity for readers.</li> </ul>
<b>Density, Use, Form of Development, Section 6.4.1, 6.4.2, 6.4.3, 6.4.4, 6.4.9</b>	<p>Indicates specific heights for the affordable housing and intensive employment sites.</p> <p>Various policies relating to housing, urban design, Cambie Corridor Plan urban design principles, and other land use considerations</p>	<p><u>All sections (with the exception of 6.4.9):</u></p> <ul style="list-style-type: none"> <li>Remove any heights and densities.</li> <li>Add that heights and densities will be performance-based, subject to compliance with the policies in <b>8.0 Housing</b>, and the <i>Marine Landing Policy Updates</i>.</li> <li>Amend figures to remove specific number of storeys, and update to match revised legend and styles for Figure 6.2 Land use.</li> <li>Amend background basemaps to reflect revised Figure 6.2 Land Use legend colour scheme.</li> </ul> <p><u>Section 6.4.1</u></p> <ul style="list-style-type: none"> <li>Replace 6,300 sq. ft. floor plates with 6,500 sq. ft.</li> <li>Delete reference to Cambie Corridor Plan section 4.6 Marine Landing.</li> </ul> <p><u>Section 6.4.2</u></p> <ul style="list-style-type: none"> <li>Delete 4-storey podium requirement.</li> </ul>	<ul style="list-style-type: none"> <li>To align with updated policy directions in <i>Ashley Mar Issues Report</i> and Phase 2 of <i>Employment Lands and Economy Review</i> (ELER).</li> <li>Proposed deletions of some bullets due to integration into <i>Marine Landing Policy Updates</i> (related to tower floorplates, podium heights, mid-block connections etc.)</li> <li><i>Marine Landing Policy Updates</i> allow podiums up to 6 storeys.</li> <li><i>Marine Landing Policy Updates</i> require pedestrian mews on sites greater than approximately 250 ft. in length.</li> <li>Applicable content from 6.4.9 and 7.3 has been incorporated into <i>Marine Landing Policy Updates</i>.</li> <li>Remainder of Section 7.3 proposed for removal, with two items moved to 6.4.9 as they relate to land use policy (Retail Impact Analysis and retail uses on ground floor).</li> </ul>

		<ul style="list-style-type: none"> <li>• Remove reference to mid-site walking and cycling access desired on sites with frontage greater than 120 ft.</li> <li>• Add bullet: "A height up to 12 storeys will be permitted at 725 W 70th Avenue."</li> </ul> <p><u>Section 6.4.3</u></p> <ul style="list-style-type: none"> <li>• Delete 4-storey podium requirement.</li> <li>• Remove reference to mid-site walking and cycling access desired on sites with frontage greater than 120 ft.</li> </ul> <p><u>Section 6.4.4</u></p> <ul style="list-style-type: none"> <li>• Delete 4-storey podium requirement and "variations in podium may be used to assist with building massing".</li> <li>• Delete "FSR up to 3.0" and associated footnote.</li> </ul> <p><u>Section 6.4.9</u></p> <ul style="list-style-type: none"> <li>• Remove existing height and density provisions (100 ft. and 3 FSR), and replace with approximate density of 4.5 FSR subject to provision of multi-level light industrial floor area, in compliance with the height and density provisions in the <i>Marine Landing Policy Updates</i>. Include note that density for smaller sites well served by roads and lanes may slightly exceed the threshold subject to meeting urban design objectives.</li> <li>• Remove bullet related to surface parking, visual interest and transparent treatment, vehicle access points, and mid-block connections.</li> </ul>	
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7 Built Form Guidelines	Guidelines organized around 7.1 Mixed-Use Buildings, 7.2 Residential Buildings and 7.3 Intensive Employment Areas	<ul style="list-style-type: none"> <li>• Merge 7.3.2 and 7.3.3 into this section.</li> <li>• Add a note in the introduction that for designated affordable housing sites and intensive employment sites in Marine Landing, the <i>Marine Landing Policy Updates</i> document should be used, which supersedes the built form guidelines in Chapter 7.</li> <li>• Remove 7.3 Intensive Employment Areas from chapter organization.</li> </ul>	<ul style="list-style-type: none"> <li>• New <i>Marine Landing Policy Updates</i> apply to specific identified sites in Marine Landing</li> <li>• All applicable intensive employment built form guidelines have been incorporated into the <i>Marine Landing Policy Updates</i>.</li> </ul>
	7.3 Intensive Employment Areas	<ul style="list-style-type: none"> <li>• Move and merge 7.3.2 and 7.3.3 into section 6.4.9.</li> <li>• Remove remaining content. All sites currently subject to this section are located in Marine Landing and do not exist elsewhere in Marpole.</li> </ul>	<ul style="list-style-type: none"> <li>• All applicable intensive employment built form guidelines moved into the <i>Marine Landing Policy Updates</i>; some content proposed to be added to 6.4.9 as it relates to land use policy rather than built form.</li> </ul>
8 Housing	<p>8.2.2 Increase the amount of social housing (non-market rental housing):</p> <ul style="list-style-type: none"> <li>• On sites identified for social housing (e.g., 8401 Cambie St, 709 SW Marine Drive, 8471 Cambie Street, 8427 Cambie Street, 8483 Cambie Street, 600 SW Marine Drive), achieve a target of 20% of residential units to be provided as social housing on-site through rezonings. In all</li> </ul>	<ul style="list-style-type: none"> <li>• Replace existing bullet with the following:  “On other sites identified for social housing (e.g., 8401 Cambie Street, 709 SW Marine Drive, 8471 Cambie Street, 8427 Cambie Street, 8483 Cambie Street, 622 SW Marine Drive), provide one of the following affordable housing options:               <ul style="list-style-type: none"> <li>○ 20% of residential units to be to be provided as social housing on-site through rezonings. In all cases where social housing units are secured through provision of additional density, units will be delivered as completed units on terms that are satisfactory to the City.</li> <li>○ 100% of the residential floor area as secured market rental, with a</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Amend housing policies to reflect updated Council direction approved through the <i>Ashley Mar Issues Report</i> in February 2020.</li> <li>• Correct addressing error from 600 SW Marine Drive to 622 SW Marine Drive</li> </ul>

	cases where social housing units are secured through provision of additional density, units will be delivered as completed units on terms that are satisfactory to the City.	minimum 20% of the net residential floor area for households with moderate incomes. Affordability and operational requirements will be provided in accordance with applicable City below-market rental policies.”	
	<p>Figure 8.5: Housing Policies</p> <ul style="list-style-type: none"> <li>• Encourage development of more social housing (refer to Section 8.2.2)</li> <li>• Cambie Corridor Phase 2 approved housing policy</li> </ul>	<ul style="list-style-type: none"> <li>• Update legend to “encourage development of more social and/or below-market rental housing (refer to Section 8.2.2)</li> <li>• Strike out ‘Phase 2’ and replace legend entry with “Cambie Corridor Plan approved housing policy”</li> </ul>	<ul style="list-style-type: none"> <li>• Reflects ability for inclusionary housing sites to be redeveloped with secured market rental housing if inclusive of 20% below market rental housing, as per directions in the <i>Ashley Mar Issues Report</i></li> </ul>
9 <i>Transportation</i>	9.1.7 Prioritize public realm improvements on key walking streets, including all shopping areas	<ul style="list-style-type: none"> <li>• Add an additional bullet to refer to the <i>Marine Landing Policy Updates</i> for updated public realm and transportation requirements.</li> </ul>	<ul style="list-style-type: none"> <li>• New transportation infrastructure identified as priority through the <i>Marine Landing Policy Updates</i>.</li> </ul>
	9.1 Walking and Cycling	<ul style="list-style-type: none"> <li>• Add new cycling policy after 9.1.10:  “Provide a new protected bike lane on SW Marine Drive between Cambie Street and Main Street to enhance connections between the Canada Line Station and the broader cycling network.”</li> </ul>	<ul style="list-style-type: none"> <li>• Supports new transportation priorities in Marine Landing and supports Transportation 2040 and Climate Emergency Action Plan policies, including provision of safe, convenient and legible connections between major transit stations and the bicycle network.</li> </ul>

	Figure 9.2: Existing and Potential Walking and Cycling Routes	<ul style="list-style-type: none"> <li>• Amend map/map legend to include reference to <i>Marine Landing Policy Updates</i> for updated priorities.</li> <li>• Amend map to include new identified protected bike lane on SW Marine Drive between Cambie Street and Main Street</li> <li>• Update the proposed mid-block walking and cycling links north of the Manitoba Works Yard site to a new east-west road and a north-south primary active link (see <i>Cambie Corridor Public Realm Plan</i>).</li> <li>• Adjust alignment of potential new/improved walking/cycling connection from Kent Avenue S to Kent Avenue N</li> <li>• Update location of the proposed mid-block walking and cycling link on Ash Street to be adjacent to Canada Line Bridge, and re-categorize to a potential new/improved waling/cycling route.</li> <li>• Add street end enhancement at the end of Laurel Street.</li> <li>• Remove street end enhancement at the end of Manitoba Street.</li> </ul>	<ul style="list-style-type: none"> <li>• Directs users to new <i>Marine Landing Policy Updates</i> which provide greater detail on updated priorities for sub-area of since 2018, and integrates key new identified priorities.</li> <li>• Removes or updates elements from the Manitoba Works Yard site as they will be determined through a separate master planning process.</li> </ul>
10 Parks, Open Space and Greening	Open Spaces and Plazas – Character Intent and Preferred Locations (pg. 100)	<ul style="list-style-type: none"> <li>• Add reference to the <i>Marine Landing Policy Updates</i> to the end of the introductory paragraph.</li> </ul>	<ul style="list-style-type: none"> <li>• New public realm improvements identified in <i>Marine Landing Policy Updates</i>.</li> </ul>
	Figure 10.2: Parks, Plazas, and Open Spaces	<ul style="list-style-type: none"> <li>• Amend map to include new identified bidirectional cycling facility on SW Marine Drive between Cambie Street and Main Street</li> </ul>	<ul style="list-style-type: none"> <li>• New public realm improvements identified in <i>Marine Landing Policy Updates</i>.</li> </ul>



		<ul style="list-style-type: none"> <li>• Adjust alignment of potential new/improved walking/cycling connection from Kent Avenue S to Kent Avenue N</li> <li>• Add street end enhancement at the end of Laurel Street.</li> <li>• Add potential new/improved walking/cycling route adjacent to the Canada Line Bridge south of Kent Avenue S.</li> </ul>	
	10.3.2 Provide significant park space of approximately 10 acres (4 hectares) near the foot of Cambie and as close to the Fraser River as possible, ensuring the park is closely linked to the continuous Fraser River Trail	<ul style="list-style-type: none"> <li>• Remove existing wording and add the following points: <ul style="list-style-type: none"> <li>○ “Explore provision of street end enhancements in combination with the walking/cycling connection at the foot of the Cambie Street Bridge.”</li> <li>○ “Continue to explore opportunities for a large riverfront park on the Fraser River near Marpole, as well as opportunities for new park space within Marpole.”</li> </ul> </li> <li>• Amend Figures 10.2, 10.3 to remove symbol for ‘New Park’.</li> </ul>	<ul style="list-style-type: none"> <li>• The 10-acre park has proven difficult to achieve despite sustained efforts over recent years. Wording will be amended to continue exploring opportunities for park space in Marpole to meet park access gaps.</li> </ul>
11 Local Economy	11.4 Intensive Employment Sites and 11.5 Mixing Uses	<ul style="list-style-type: none"> <li>• Add the following policies to reflect ELER directions: <ul style="list-style-type: none"> <li>○ 11.4.2: Consider increases in heights and/or densities for 100% job space projects which include multi-level light industrial space to assist with project viability. Refer to <i>Marine Landing Policy Updates</i> for additional considerations.</li> <li>○ 11.4.3: Support arts and culture spaces through opportunities for work-only artist studios in mixed-use</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Reflects updated policy direction from Phase 2 of ELER.</li> </ul>

		<p>developments, in coordination with the City's cultural infrastructure plan.</p> <ul style="list-style-type: none"> <li>○ 11.4.4: To preserve space for intensive employment uses, mini-storage and self-storage uses are prohibited in the Marine Landing Intensive Employment Areas.</li> <li>○ 11.5.2: Prioritize light industrial uses on intensive employment sites to create more compatible interfaces with residential and commercial land uses on individual and/or adjacent sites, aligned with the intent of the IC-1 District Schedule.</li> </ul>	
12 <i>Heritage</i>	12.3 Musqueam Presence	<ul style="list-style-type: none"> <li>• Add policy 12.3.3 to refer to <i>Marine Landing Policy Updates</i> document for additional requirements and considerations.</li> </ul>	<ul style="list-style-type: none"> <li>• Identifies new requirements and considerations in <i>Marine Landing Policy Updates</i> document, including requirement to complete an archaeological review.</li> </ul>
17 <i>Public Benefits Strategy</i>	Growth Estimates (pg. 150)	<ul style="list-style-type: none"> <li>• Add reference to the <i>Marine Landing Policy Updates</i> 'Chapter 7 Public Benefits' to end of the paragraph which provide updated policies to supplement the existing Public Benefits Strategy.</li> </ul>	<ul style="list-style-type: none"> <li>• Identifies key priorities for Marine Landing to support additional population and employment growth introduced through <i>Ashley Mar Issues Report</i> and <i>Employment Lands and Economy Review</i>.</li> </ul>

**Marpole Community Plan – Proposed Housekeeping Amendments**

Plan Section	Current Policy	Proposed Amendments	Rationale
8 <i>Housing</i> and <i>Figure 8.5: Housing Policies</i>	No below-market rental housing policy or tenure reflected in Figure 8.5	<ul style="list-style-type: none"> <li>• Add new below-market rental housing policy after 8.2.2 as follows: “Increase the amount of new secured market and below-market rental housing.</li> </ul>	<ul style="list-style-type: none"> <li>• Incorporate housing policy provisions from the City's <i>Below Market Rental</i></li> </ul>

		<ul style="list-style-type: none"><li>○ Allow modest increases in height and density on sites already eligible for at least eight storeys for projects which include 100% of the residential floor area as secured rental housing, with 20% of the net residential floor area as below-market rental housing, in accordance with the <i>Below-Market Rental Housing Policy for Rezoning</i>s.”</li><li>● Amend Figure 8.5: Housing Policies to split out ‘E’ – Apartment from a newly created “F’ – Apartment Allowing Below-Market Rental Housing (refer to Section 8.2.3)”</li></ul>	<i>Housing Policy for Rezoning</i> s (2019), which guides consideration of additional height and density for rezoning projects to achieve below-market rental housing in areas of the city where change is already enabled.																		
<i>Hudson Street RM-4 Guidelines</i>	<p>All residential development proposals should provide evidence in the form of a report and recommendations prepared by persons trained in acoustics and current techniques of noise measurement demonstrating that the noise levels in those portions of the dwelling units listed below shall not exceed the noise levels expressed in decibels set opposite such portions of the dwelling units. The noise level is defined as the A-weighted 24-hour equivalent ((leq) sound level and will be defined simply as the noise level in decibels. The maximum noise level from industrial noise sources is assumed to be 70 decibels at daytime and 65 decibels at evenings at each adjacent industrial zoned property line.</p> <table><tr><td>Portion of Dwelling Unit</td><td>Noise Level (decibels)</td></tr><tr><td>bedrooms</td><td>35</td></tr><tr><td>living, dining, recreation rooms</td><td>40</td></tr><tr><td>kitchen, bathrooms, hallways</td><td>45</td></tr><tr><td>terraces, patios, balconies</td><td>60</td></tr></table>	Portion of Dwelling Unit	Noise Level (decibels)	bedrooms	35	living, dining, recreation rooms	40	kitchen, bathrooms, hallways	45	terraces, patios, balconies	60	<ul style="list-style-type: none"><li>● A development permit application for any dwelling use must include evidence in the form of a report and recommendations prepared by a registered professional acoustical engineer, demonstrating that the noise levels in those portions of the dwelling units listed below do not exceed the noise levels expressed in decibels set opposite such portions of the dwelling units. For the purposes of this section the noise level is the A weighted 24 hour equivalent (Leq) sound level and will be defined simply as the noise level in decibels.</li></ul> <table><tr><th>Portions of dwelling units</th><th>Noise levels</th></tr><tr><td>Bedrooms</td><td><b>35 decibels</b></td></tr><tr><td>Living, dining, recreation rooms</td><td>40 decibels</td></tr><tr><td>Kitchen, bathrooms, hallways</td><td>45 decibels</td></tr></table>	Portions of dwelling units	Noise levels	Bedrooms	<b>35 decibels</b>	Living, dining, recreation rooms	40 decibels	Kitchen, bathrooms, hallways	45 decibels	<ul style="list-style-type: none"><li>● City acoustic regulations in existing district schedules have been updated to require that the acoustics report be prepared by a professional acoustical engineer, instead of someone trained in acoustics. This adds more rigour to the requirement.</li></ul>
Portion of Dwelling Unit	Noise Level (decibels)																				
bedrooms	35																				
living, dining, recreation rooms	40																				
kitchen, bathrooms, hallways	45																				
terraces, patios, balconies	60																				
Portions of dwelling units	Noise levels																				
Bedrooms	<b>35 decibels</b>																				
Living, dining, recreation rooms	40 decibels																				
Kitchen, bathrooms, hallways	45 decibels																				



**Cambie Corridor Plan– Proposed Amendments**

Plan Section	Current Policy	Proposed Amendments	Rationale
4.5 Marpole	Neighbourhood Character description	<ul style="list-style-type: none"> <li>Add text to refer to the <i>Marine Landing Policy Updates</i> (2021) for intensive employment sites and an updated public realm plan for Marine Landing.</li> </ul>	<ul style="list-style-type: none"> <li>Provides reference to new <i>Marine Landing Policy Updates</i> and improves clarity for readers.</li> </ul>
4.5.5 Marine Landing	Sub-Area Character description (pg. 113) and Placemaking in the Public Realm (pg. 115)	<ul style="list-style-type: none"> <li>On pg. 113, Add reference to the <i>Marine Landing Policy Updates</i> for intensive employment sites and an updated public realm plan for Marine Landing.</li> <li>On pg. 115, add reference to the <i>Marine Landing Policy Updates</i> to highlight updated built form principles, a new public realm plan and updated transportation priorities.</li> </ul>	<ul style="list-style-type: none"> <li>Provides reference to new <i>Marine Landing Policy Updates</i> and improves clarity for readers.</li> </ul>
4.5.5.7 Intensive Employment Area	Identifies height, density and land use policies for intensive employment sites	<ul style="list-style-type: none"> <li>Remove existing height and density provisions (100 ft. and 3 FSR), and replace with approximate density of 4.5 FSR subject to provision of multi-level light industrial floor area, in compliance with the height and density provisions in the <i>Marine Landing Policy Updates</i>.</li> <li>Remove bullet related to surface parking, visual interest and transparent treatment, vehicle access points, and mid-block connections.</li> <li>Add the following land use policy: “To preserve space for intensive employment uses, mini-storage and self-storage uses are prohibited”.</li> <li>Merge 5.6.1 and 5.6.2 into this section, specifically that a Retail Impact Analysis</li> </ul>	<ul style="list-style-type: none"> <li>Reflects updated Council-approved policy direction from Phase 2 of ELER.</li> <li>Self-storage addition reflects approved 2019 Council motion on Accelerating Action on Industrial Affordability.</li> <li>Removal of repetitive content and improved clarity for users.</li> </ul>

		is required for grocery store use larger than 20,000 square feet and that retail uses may be supported up to approx. 33% of the proposed floor area, and located on the ground floor.	
<i>05 Built Form Guidelines</i>	Section and Figure 5.1 list Intensive Employment Areas as part of chapter organization	<ul style="list-style-type: none"> <li>Add note for 5.6 Intensive Employment Areas to refer to <i>Marine Landing Policy Updates</i>.</li> </ul>	<ul style="list-style-type: none"> <li>Provides reference to new <i>Marine Landing Policy Updates</i> and improves clarity for readers.</li> </ul>
	5.6 Intensive Employment Areas	<ul style="list-style-type: none"> <li>Move and merge 5.6.1 and 5.6.2 into section 4.5.5.7.</li> <li>Remove remaining content.</li> </ul>	<ul style="list-style-type: none"> <li>All applicable intensive employment built form guidelines moved into the <i>Marine Landing Policy Updates</i>; some content proposed to be added to section 4.5.5.7 as it relates to land use policy rather than built form.</li> </ul>
<i>08 Transportation &amp; Mobility</i>	Figure 8.2: Planned Transportation Improvements	<ul style="list-style-type: none"> <li>Amend map/map legend to include reference to <i>Marine Landing Policy Updates</i> for updated priorities.</li> <li>Amend map to include new identified protected bike lane on SW Marine Drive between Cambie Street and Main Street</li> <li>Remove elements shown on Manitoba Works Yard site.</li> <li>Update primary and secondary active links north of the Manitoba Works Yard site to a new east-west road (to replace secondary active link) and a north-south primary active link (to replace secondary active link).</li> </ul>	<ul style="list-style-type: none"> <li>Directs users to new <i>Marine Landing Policy Updates</i> which provide greater detail on updated priorities for sub-area of since 2018.</li> <li>Reflects revised transportation network needs for intensive employment sites east of Yukon Street.</li> <li>Removes elements from the Manitoba Works Yard site as they will be determined through a separate master planning process.</li> </ul>

	Figure 8.3: Cycling Network	<ul style="list-style-type: none"> <li>• Amend figure and add policy to reflect new identified protected bike lane on SW Marine Drive between Cambie Street and Main Street.</li> <li>• Add proposed walking and cycling route adjacent to the Canada Line Bridge and along Heather Street, south of Kent Avenue S.</li> </ul>	<ul style="list-style-type: none"> <li>• Incorporates updates from <i>Marine Landing Policy Updates</i>.</li> </ul>
09 Parks, Open Space and Public Spaces	Figure 9.1: Parks, Open Space and Public Spaces: Existing and Planned and	<ul style="list-style-type: none"> <li>• Remove reference to, and symbol for, the Fraser River Park.</li> <li>• Amend map to include reference to <i>Marine Landing Policy Updates</i> for updated priorities.</li> </ul>	<ul style="list-style-type: none"> <li>• Provides reference to new <i>Marine Landing Policy Updates</i>.</li> <li>• Removes references to 10 acre park for transparency, as opportunities to achieve this aspiration in this area are limited and park may no longer be feasible despite sustained efforts over the last few years.</li> </ul>
	9.1 Parks & Open Spaces	<ul style="list-style-type: none"> <li>• Remove reference to, and symbol for, the Fraser River Park.</li> <li>• Update language to reflect desire for connections to and along the Fraser River, but without a link to a significant destination park.</li> <li>• Amend 9.1.3 policy bullet with the following: "Continue to explore opportunities for a large riverfront park on the Fraser River near Marpole, as well as opportunities for new park space within Marpole".</li> </ul>	<ul style="list-style-type: none"> <li>• The 10-acre park has proven difficult to achieve despite sustained efforts over recent years. Wording will be amended to continue exploring opportunities for park space in Marpole to meet park access gaps.</li> </ul>
	9.3 Public Spaces	<ul style="list-style-type: none"> <li>• Update reference to plazas in Figure 9.1 to reflect that detailed information can be found in the <i>Marine Landing Policy Updates</i> in addition to the <i>Cambie Corridor Public Realm Plan</i>.</li> </ul>	<ul style="list-style-type: none"> <li>• Provides reference to new <i>Marine Landing Policy Updates</i> and provides clarification to users of where to find most up-to-date information.</li> </ul>



10 <i>Community Well-Being</i>	10.1 Childcare and Families	<ul style="list-style-type: none"> <li>Update 10.1.1 to add Marine Landing as a high-growth area in first bullet.</li> </ul>	<ul style="list-style-type: none"> <li>Reflects public benefits priorities in <i>Marine Landing Policy Updates</i>.</li> </ul>
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### **Cambie Corridor Public Realm Plan (CCPRP) – Proposed Amendments**

In addition to amendments to Council-approved plans, the CCPRP will need to be amended to reflect various transportation and public realm related updates, including but not limited to:

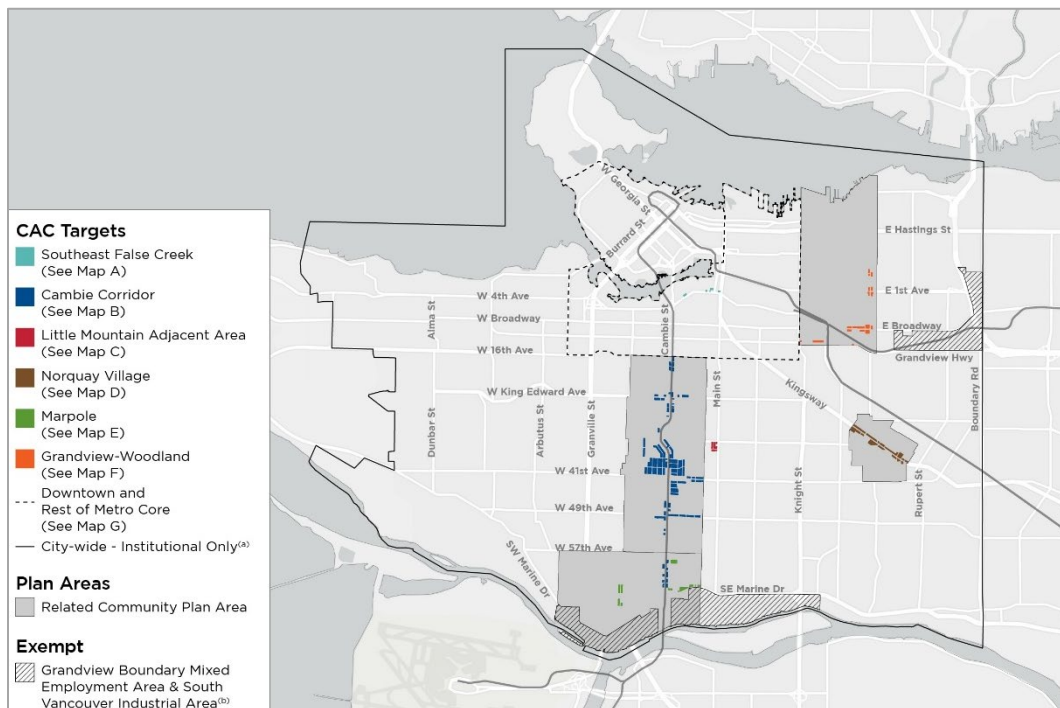
- Removal of Fraser River Park references and symbols
- Updates to the road network between Yukon and Manitoba Streets, add a new Lane Connector
- Additions of references to Marine Landing Policy Updates in key sections

## CONSEQUENTIAL AMENDMENTS

### AMENDMENTS TO THE COMMUNITY AMENITY CONTRIBUTIONS POLICY FOR REZONINGS

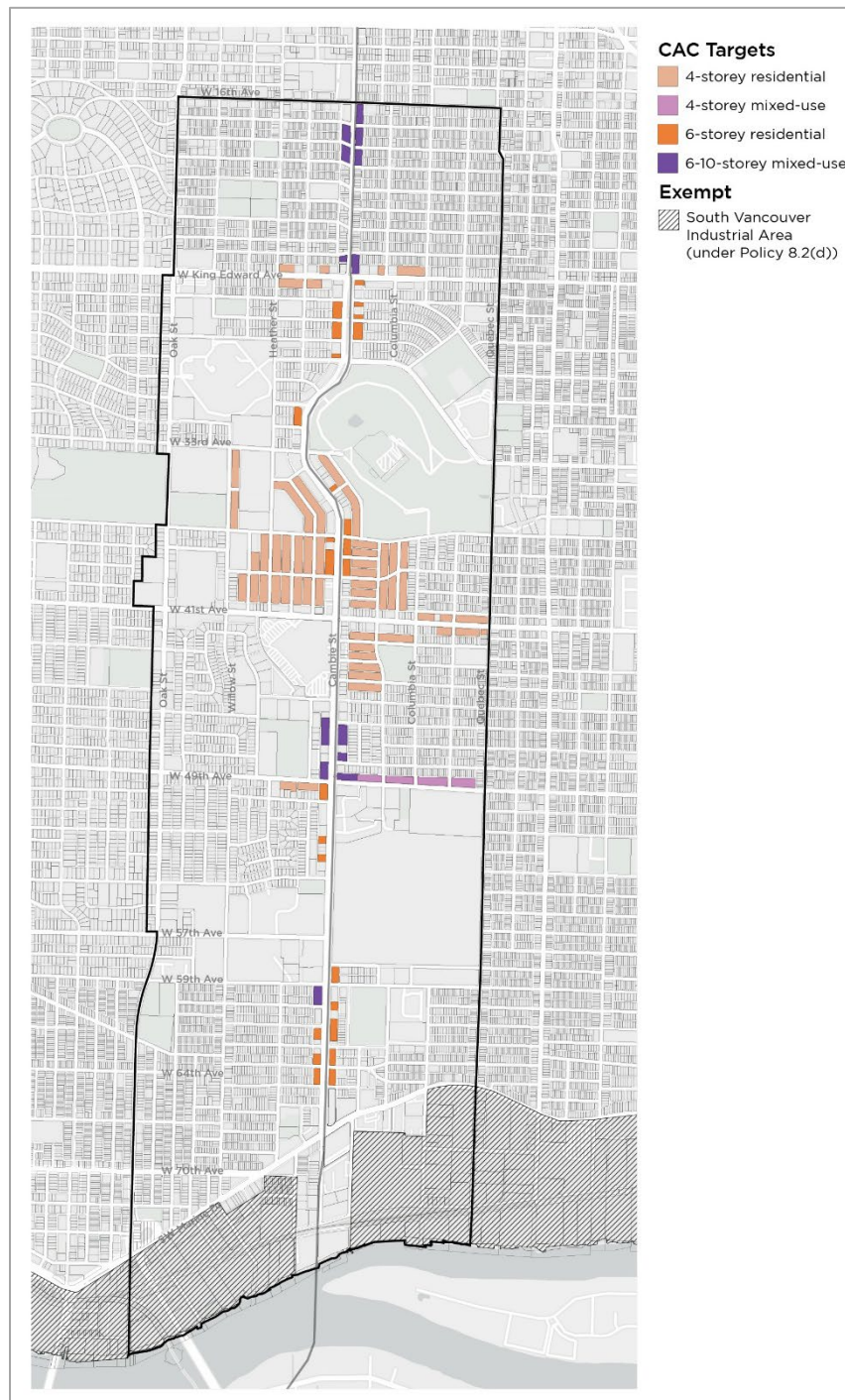
Council strikes out the Key Map and substitutes the following:

#### Key Map



Council strikes out existing Map B: Cambie Corridor and substitutes the following updated Map B:

### Map B: Cambie Corridor





**Marine Landing Review  
PUBLIC CONSULTATION SUMMARY**

**Notification, Feedback and Survey Responses**

	<b>Dates</b>	<b>Results</b>
<b>Community Meetings</b>		
Marpole Area Network Monthly Meetings  Smaller Community Groups Meetings	November 2020 - September 2021	<ul style="list-style-type: none"> <li>• 2 presentations at monthly Marpole Area Network meetings (November 2020, September 2021)</li> <li>• ~5 meetings with community group members</li> <li>• City newsletters shared for distribution through community-managed Marpole mailing list(s)</li> </ul>
<b>Public Notification</b>		
Postcard distribution – Project launch	November 6, 2020	5,059 notices mailed
Marpole E-newsletter distribution	November 6, 2020	592 recipients
Postcard distribution – Draft Guidelines for public feedback	September 9, 2021	5,180 notices mailed
Marpole E-newsletter – Draft Guidelines	September 9, 2021	624 recipients
<b>Public Responses</b>		
Online survey	September 9, 2021 – September 30, 2021	37 submissions
Online question form <ul style="list-style-type: none"> <li>• via Shape Your City platform</li> </ul>	September 9, 2021 – September 30, 2021	2 submissions
Online comment forms <ul style="list-style-type: none"> <li>• via Shape Your City platform</li> </ul>	November 6, 2020 – September 30, 2021	5 submissions
Other input (email, telephone)	November 6, 2020 – September 30, 2021	18 submissions
<b>Online Engagement – Shape Your City Vancouver</b>		
Total participants during online engagement period	November 6, 2020 – September 30, 2021	1,341 participants (aware)* <ul style="list-style-type: none"> <li>• 519 informed</li> <li>• 42 engaged</li> </ul>

\*The Shape Your City platform allows staff to capture more nuanced levels of engagement associated with the planning initiative, categorized as:

- **Aware:** Number of unique visitors to the application webpage that viewed only the main page.
- **Informed:** Visitors who viewed documents or the photo gallery associated with the proposed amendment; *informed* participants are a subset of *aware* participants.
- **Engaged:** Visitors that submitted a comment form or asked a question; *engaged* participants are a subset of *informed* and *aware* participants.

**Key themes from open-ended questions, Shape Your City comment and question form, and email correspondence received:**

Below is an analysis of key themes that respondents shared.

Note: The total number of mentions does not correspond to the total number of submissions as participants may have commented on more than one topic.

***Transportation (39)***

- Respondents valued the existing transportation network being centered around the Canada Line as a transit hub, as well as integration of retail and residential uses along roads and transportation connections, and close to gathering spaces.
- New improvements should connect to the Marine Gateway plaza and the Fraser River, ensuring that the area is not an isolated pocket, but a corridor to facilitate recreation and activity.
- Transportation infrastructure suggestions included EV charging stations, better pick-up/drop-off areas, and a shuttle bus to the airport and universities.
- Concerns include:
  - Overall impacts of growth and development on walking and cycling facilities, parking, and future capacity on the Canada Line should be considered to meet future demand.
  - Need to increase safety, such as turning lanes, left turn signals, traffic cameras and cycling facilities crossing Marine Drive.
  - Traffic-related noise and pollution.
  - Traffic volumes generated by future large developments in the area, especially those accommodating industrial and transportation-related uses.

***Land Use (25)***

- People value the existing mix of land uses and commercial areas (pubs, retail, grocery stores, and entertainment) in close proximity to transportation and housing options.
- Comments emphasized the need to align new commercial uses/retail spaces with increases in new housing developments.
- Comments emphasized the importance of retail and service uses to support new housing developments to support activity throughout the neighbourhood, and support for small businesses.
- Concerns include:

- Locating lots of affordable housing into high rises, as well as impacts to surrounding property values.
- Safety, resident turnover, and the impacts of more unknown people in the neighbourhood taking away from a sense of community.
- Conversion of industrial lands into residential developments.
- Questions and comments were also shared about the future of industrial land retention and alignment with Metro Vancouver's regional growth strategy.

### ***Public Space (19)***

- Existing public spaces and their design, primarily the plaza at Marine Gateway and public art, are of high value and highlight the importance of connecting daily activity with public space around Marine Landing.
- New public space should connect points of interest to existing key destinations (Arbutus Greenway, Fraser River Park, Fraser River, commercial areas) through green spaces and corridor paths.
- Comments noted potential for public spaces to act as a barrier from vehicle noise and traffic, and desire for covered seating spaces.

### ***Amenities (13)***

- Respondents valued existing amenities such as parks, community centres and schools in Marpole.
- Respondents shared that they would like to see a variety of spaces such as retail, public art, community and recreational spaces (culture, recreational/exercise, dog parks).
- Comments encouraged exploration of leased City land to meet need for park space.
- Other suggestions included water and cooling stations, warming centre and garbage and recycling collection

### ***Fraser River (13)***

- Respondents valued a connection to the Fraser River from the neighbourhood.
- Comments included establishing an uninterrupted waterfront pathway for walking/biking and as a place to gather with other destinations in the neighbourhood.
- A concern was noted around public safety in Shaughnessy Street Park and under the Arthur Laing bridge as spaces along the river are not connected.

### ***Park/Green Space (13)***

- Existing park and green space are highly valued in the neighbourhood, including the Fraser River as an important point along with the smaller park spaces, including Ash Park, Fraser River Park, Winona, and Langara Park/Trail.
- New park/green space should be incorporated to balance the growth of residential development to ensure adequate greenspace for residents and workers in the neighbourhood.
- New park/green space should focus on connecting people throughout the neighbourhood, and utilize more planted areas that incorporate smell.
- Comments identified a lack of sufficient park/open space to serve residential and employment space in this area.
- More planted areas are needed.



***Built Environment (11)***

- Existing spaces such as plazas and courtyards work well to buffer the noise and pollution impacts from the street.
- Concerns were expressed over allowing dense housing in the most polluted and noisy parts of the city along arterial streets and truck routes.
- Concerns were also expressed about smells/odours from the Transfer Station.
- Environmental concerns such as planning for climate change and earthquake preparedness should be incorporated into open spaces.

***Parking (6)***

- Comments indicated that finding parking in the neighbourhood is currently difficult. Respondents shared the need for more parking for residents, visitors, and customers supporting local businesses.

***Built Form (4)***

- New buildings should be of high-quality design to be consistent with the adjacent residential buildings. In some instances, a preference for low-rise houses, such as houses and townhouses, was also expressed.
- Newly created areas should feel like a community of sidewalks of retail, restaurants, and recreation.
- Concerns included impacts from new development on existing homes, such as shadowing, building separation, privacy/overlook issues, and blocked views.

***Culture (1)***

- The area should celebrate the diverse population that works and lives in the area with the design of space and public art.
- The river could be incorporated as a theme into the design of spaces.

General questions fell into the following categories:

- **Height and Density:** Seeking information on specific heights and density permitted in Marine Landing.
- **Redevelopment:** Seeking information about timing of redevelopment on specific sites and permitted land use.
- **Affordable housing:** Seeking clarification of permitted housing tenures and number of units that can be constructed in the future.

## Shape Your City Survey

### Question 1 (Open response)

Q: Which existing public spaces do you like in and around Marine Landing?

*A: Survey feedback showed that people valued spaces such as courtyards, plazas, parks, existing public art and accessible. Many also like having shopping areas close to housing and jobs with a close proximity to transit. Feedback also indicated that spaces such as the Fraser River, the Fraser River Park, Ash Park, Winona, Park, and Oak Park were a great opportunity to enjoy a safe and open space. Public spaces which offer a refuge from Marine Drive (mainly Marine Gateway plaza) were noted, as well as odours from the landfill.*

### Question 2

Q: The public realm plan for Marine Landing emphasizes smaller open spaces throughout the neighbourhood. What types of open spaces would you like to see more of in Marine Landing?

*A: Survey feedback showed the highest preference for green spaces and playgrounds, followed by plazas, pedestrian mews and small courtyards. Small seating, gathering pockets, waterfront access, and planted areas were least frequent selections.*

### Question 3 (Open response)

Q: Are there are other types of open spaces you would like to see more of in Marine Landing?

*A: Survey feedback indicated the public would like more open spaces that connect an uninterrupted waterfront pathway for people along the Fraser River, community and recreational spaces (culture, recreational/exercise, dog park), spaces that connect destinations together with retail and housing, and more planted areas.*

### Question 4 (Open response)

Q: Several key design considerations were factored into the built form analysis for Marine Landing, including but not limited to: shadowing on Ash Park; adjacencies of land uses to existing heavy industrial sites; public space design; indoor and outdoor amenity spaces; coastal flood management; and sustainability and rainwater management. Are there any design considerations that you think we missed?

*A: Survey feedback highlighted: more transportation improvements (e.g., sidewalks, parking, and connections); mixing of retail and restaurants into the public realm; support for design considerations that limit privacy/overlook issues; and, shadow impacts of taller buildings. We also received feedback requesting that we adopt designs to mitigate environmental impacts such as noise, odours, and vehicle pollution.*

### Question 5

Q: Residents in multi-family housing typically have limited access to private outdoor space, other than balconies. What building amenities are desirable for people living in a higher-density housing development (e.g. residential towers)?

*A: Survey feedback showed that respondents valued outdoor play areas for children and shared outdoor spaces at different levels of the building the most. Second-most important were gardening plots, rooftop decks, and shared BBQs and communal dining areas. The*

*lowest response rates were for amenities such as multi-purpose/meeting rooms, workshop, and party rooms.*

Question 6

Q: Growing city neighbourhoods require a re-visit of the transportation network from time to time. The guidelines for Marine Landing identify new priorities for walking, cycling, safety, and road network improvements since the adoption of the Marpole Community Plan in 2014 and the Cambie Corridor Plan in 2018. What should be the transportation priorities as the area continues to grow?

*A: Respondents shared that the most important priority should be sidewalks (to promote better walkability), transit service improvements, and safety improvements at key intersections. Lower priority should be for pick-up/drop-off for Marine Drive Station, parking management, and cycling network improvements (e.g. new bike lanes).*

Question 7 (Open response)

Q: Are there other transportation priorities that we missed? (Please specify).

*A: Survey feedback showed that transportation improvements (e.g., sidewalks, transit service, and safety improvements at key intersections) should be prioritized in Marine Landing. Improvements such as transportation infrastructure (EV charging stations, pedestrian bridges, and public parking) were less of a priority.*

Question 8

Q: In your opinion, which amenities are most needed in Marine Landing to support people living and working in the neighbourhood?

*A: From a list of four options, respondents identified parks and open space, and affordable housing, as the most important amenities, followed by childcare and lastly cultural spaces.*